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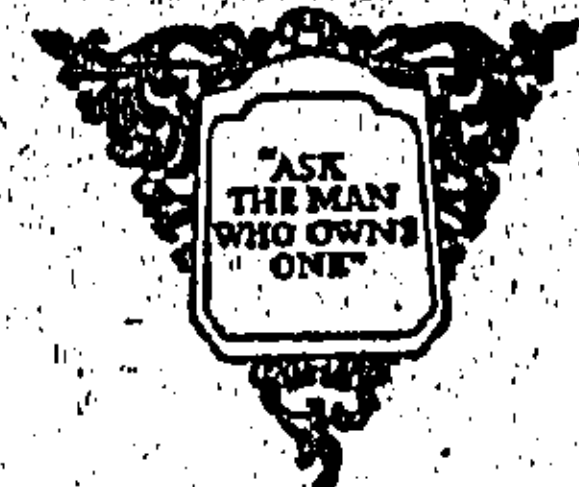
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The Hongkong Telegraph.

FRIDAY, OCTOBER 23, 1925. 日六初月九

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SHEKKI FALLS.

ANTI-RED SUCCESS IN WEST.

GARRISON ROUTED.

Hard on the heels of the reported recapture of Waichow by Chan King-ming's troops, comes news that things are stirring to the advantage of the anti-Red forces in the West River districts.

It is stated that troops, under the command of Generals Lau King-wan and Yuen Tai, attacked Shekki, the capital of the Heung-shan district on the 21st inst., and that it has fallen into their hands.

The assault on the city was made from two sides, one party attacking from the direction of Sai Lam and the other from the direction of Leung Dod. The fight which followed was brief, the Canton forces stationed at Shekki to garrison the district being completely routed. It is reported that the District Magistrate, seeing the way things were going, made good his escape while the battle was in progress.

A large quantity of arms and ammunition fell into the hands of the anti-Red forces, who took possession of Shekki yesterday.

The city, which is about 30 miles to the east of Kowloon and some 50 miles to the south-east of Canton, suffered little damage as the result of the attack, and order was fully restored within a few hours.

CANTON FIRE.

OVER 80 HOUSES DESTROYED.

Regarding the fire at Canton, which we briefly reported yesterday, a report now comes to hand stating that it broke out in Wing On Street, Nam Kwan (East Gate), on the 19th inst., at noon. It originated from one of the shops in the street, and, owing to a high wind, the fire spread rapidly in three directions to other adjacent streets.

It is said that a fire of such magnitude has not occurred for many years in this section of the City. The total number of houses burnt down is reported to be as follows:—Nine houses on Tek Street, over 30 houses in Wing On Street, over 30 houses in Yik Chin Street, and nine houses on the South Bank leading from the alley next to the Electric Light Station to Hing Lung Lane—a total of over 80 houses. It is said that the vegetable markets have been entirely destroyed.

FRANC DEPRECIATES.

CURRENCY FLUCTUATIONS.

London, Oct. 22. The outstanding feature of the foreign exchange market this morning was the marked depreciation of French francs to 112.25, while the Italian lire weakened to 122.75. The dollar rate was firmer at 4.84%.—*Reuter*.

FRENCH MERCHANTS APPREHENSIVE.

Paris, Oct. 22. The fall of the franc, which closed at 112.15 to the pound, is attributed to the increasing anxiety regarding the country's financial prospects. The sellers are mainly Frenchmen who are hastily buying sterling and dollars for their commercial needs.

BALKAN WAR CLOUDS.

ANOTHER GRÆCO-BULGAR CLASH.

Athens, Oct. 22.

The Premier has refused a Bulgarian proposal to form a commission of enquiry into the frontier incident, while the Bulgarians are on Greek territory.

Further fighting is reported owing to the Bulgarians resisting the passage of Greeks advancing to occupy an outpost.—*Reuter*.

TROOP MOVEMENTS.

Athens, October 22.

An official communique states that the Bulgarians have received reinforcements from Demir Kapin. The Greek Command is making an encircling movement around Petritsi with a view to compelling the Bulgarians to evacuate Greek territory. The fall of Petritsi is considered to be imminent though the Bulgarians are putting up a stubborn resistance.—*Reuter*.

THOSE ROUBLES.

HONGKONG RESIDENTS' HOLDINGS.

At a recent meeting of the Chinese General Chamber of Commerce, the Chairman stated that he had been asked by the Finance Commissioner of Peking, through the Chinese Bankers' Association, to furnish an account of roubles (in notes) at present in the possession of the Chinese in Hongkong. The information was needed for the purpose of presenting a claim to the Soviet Government at the forthcoming Russo-Chinese Conference.

In accordance with this request, a notice has appeared in the vernacular papers of the Colony inviting the Chinese residents of the Colony to send in their claims. The response has been overwhelming, as up-to-date no less than nine million roubles have been computed in claims, which, in nearly all the cases, are made by individuals.

Huge as the figure seems, the value is considerably reduced when it is remembered that 10,000 of these paper roubles are now worth only one single rouble issued by the Soviet Bank. The nine million roubles in the possession of the Hongkong claimants will therefore fetch only 900 Soviet roubles—an amount which has been faithfully presented in the claim which has now been dispatched by cable to the Peking Ministry of Finance.

HONGKONG PRODIGY.

MASTER DANENBERG IN SHANGHAI

In the course of a lengthy comment on a recital given in Shanghai on the 13th inst. by Master Emil Danenberg, the *North China Daily News* says:—Little Emil Danenberg gave the first of his two piano recitals at the Lyceum last night and although the house might have been fuller—but these are hard times—it was deservedly enthusiastic. In truth, he is an extraordinary boy and has the makings in him of a great virtuoso. His memory is amazing and his technique, for so small a person, prodigious. . . . Also he appears to be a real boy, without any affectations and, in his manner of playing, quite simple and "unstaged." Considering how many concertos he has already given in his young life and that he has recently made a successful tour in Japan, that is an added attraction. But one would venture to hope that he will not be kept on the public platform too long. With such unusual talent as he possesses, he ought to be taken to Europe, where, not only might he be put under a first class teacher, but the mind would have an opportunity of expanding and be

RECAPTURED.

ANTI-REDS SEIZE WAICHOW.

MINE EXPLOSIONS.

News comes to hand of the recapture of Waichow city by the anti-Red forces. It appears that the explosion of several mines in the city constituted a big factor in the victory, this compelling the Canton Government troops to evacuate the place.

It is stated that, following a lull in operations, after the Canton troops had come into occupation of the city, the anti-Red forces began a rapid enveloping movement on Waichow, by both the right and left wings on the 17th inst. General Chang Kai-shek, seeing the danger of being enveloped, ordered the 1st Division to retire to Pok-lo, and, at the same time, shifted the headquarters to Shek Tau, leaving the 3rd Division and a part of the 1st Independent Division to defend the citadel.

Another report states that the right and left wings of the anti-Red, on the 18th inst., made a simultaneous attack on the city. During this attack, Chang Kai-shek was in personal command directing the movements of defence. At the height of the attack, the report says, all of a sudden there was a tremendous explosion of mines in the south-west section of the city, which was followed by other explosions in the north-east section. Chang Kai-shek is said to have been slightly injured, and to have been carried away by his bodyguards.

In the confusion brought about by the explosion of the mines, an order was given to the occupying troops to depart through west gates in the direction of Pok-lo. This was carried out, and the defeated defenders were hotly pursued by the anti-Reds under General Hung Shao-lin. A detachment was later sent by General Yung Kwan-yu to take possession of the city.

The report further states that the explosion of the mines caused a big death-roll, hundreds of soldiers being wounded, but that the wounds of Chang Kai-shek were not serious, and were being treated in the field hospital.

Another report states that the Hunanese unit of the Canton Army, under the command of Ching Chin, suddenly mutinied, and turned against the Cadet corps, which was incorporated into this unit to watch its movements. This sudden development has delayed somewhat the activities which are being carried on by the left wing. As Ching Chin is under direct command of Tan Yen-kai, the latter is again under strong suspicion, which may eventually lead to an open declaration of war against Chang Kai-shek. This report needs confirmation and should be taken with reserve.

NORTH RIVER SECTOR.

It is reported that war operations in the North River sector have met with a check, on account of a portion of Chu Pui-tek's forces having joined hands with the Szechuan unit. These forces, it is said, have taken up positions at Ying Tak, and hold the command of the Canton-Hankow Railway, traffic on which is now interrupted. The report further says that some of the troops under Tan Yen-kai are also disaffected, so that little reliance can be placed on their future conduct.

CORRESPONDENCE.

[To the Editor of the Hongkong Telegraph.]
In Canton Now.

Sir,—In the *Canton Gazette*, of yesterday was published an order issued by the Military Council of the Nationalist Government to various organizations which reads as follows:

"The letter of the Strike Committee stated that they received a report from the Patrol Leader Chan Chuk declaring that a service steamer was seen smuggling provisions to the enemies, and passengers to Hongkong and Macao. The Government was requested to order the different organizations to notify their subordinates not to violate the strike, as such action when found out would be strictly dealt with. It was decided at the meeting of the Standing Committee to hand over the matter to the Military Council for settlement. All military officials are expected to restrict their subordinates and to adhere to the order."

Not having seen any formal declaration of war we are wondering who the enemies were, but perhaps two incidents which occurred on the same day may throw some light on the subject.

A Swiss citizen resident on Shamen paying a business call on a Chinese friend in the City was by the latter presented with a reasonable delicacy in the shape of a tin of ricebirds. On returning he was stopped by the strike pickets outside the French bridge, who informed him that no food stuffs were permitted to enter the island.

The same thing happened to a member of the American Consular Service who was later in the day bringing home a bunch of bananas. It would, therefore, appear that, unless these citizens of two friendly sister republics received supplies from Hongkong, they are confronted with the alternative of dying of starvation or of leaving Kwangtung.

Such is the strike pickets' inhumanity to "guests" from abroad, but their inhumanity towards their own kith and kin goes somewhat further. The Kung-yi Hospital saw fit recently to dispense with the services of three incompetent gardeners. This resulted in the calling out of all servants, and as the hospital draws its water supply from wells, water for the inmates, including 150 wounded men from the Eastern front, was practically non-obtainable. As these could not be allowed to die of thirst or have their condition aggravated on account of lack of water where-with to wash and dress their wounds the hospital authorities had, after three days, to capitulate and accept the terms dictated, which were that no person can be discharged except with the consent of Strike Committee, and, even if that be accorded, wages up to the end of the current month must be paid plus one month's extra wages.

This callous treatment was meted out by these petty tyrants, whom the Government acknowledges its inability to control, not to "guests" such as the Yunnanese, whom, after they have fought, one's battles, one flings into Canals and stones to death with paving stones, nor "dog running Cantonese henchmen of the traitor Chan Kwing-ming," but to full-blooded one hundred per cent. nationalist soldiers of the Cadet armies, who are for the moment (as in the past) were the two former categories) acclaimed as the saviours of their country!

Comment is superfluous.—Yours etc.,
A RESIDENT OF OVER 30 YEARS.
Canton, October 21st, 1925.

Amongst the passengers arriving from Manila by the President Wilson were Mr. Roy Howard, the well-known American journalist, with his wife, Mrs. H. B. Graybill and the Misses Graybill.

MOROCCO WAR.

FRANCO-SPANISH WITHDRAWAL.

HEAVY LOSSES.

Gibraltar, Oct. 22.

That the position of the Spaniards at Melilla on the French eastern front is not so secure as is represented in the official accounts of victories, appears from reports of incidents received here. Thus, on Oct. 18 near the junction of the Franco-Spanish forces on the eastern front, the French lost four complete batteries as a result of a determined Riff attack. The position would have been serious but for a Spanish air squadron, thanks to which three guns were recaptured. The Spanish outpost at Alhucemas on the same night were attacked by Riffs dressed in the uniform of Spanish native troops. The garrison of 46 Foreign Legionaries were holding a concert at the time and were completely surprised. All were killed with the exception of the lieutenant in command. The Spanish losses round Alhucemas are reported to be roughly one thousand. The Riffs are undoubtedly awaiting the Levant gale which will prevent support from the sea and for the rains before attacking Alhucemas where the Spaniards have no second line. As an example of the Spanish censorship it may be mentioned that news of the Riff bombardment of Tetuan is only just now known at Ceuta.—*Reuter*.

FORCES WITHDRAWN.

Paris, Oct. 22.

Havas correspondent at Morocco telegraphs from Rabat that active operations are now regarded as being over. The Franco-Spanish troops are returning to their winter bases. Premature rains have interrupted the offensives, which were developing with great success, rendering the roads unusable and rivers impassable. The contingent sent out temporarily to participate in the offensive will return to France, leaving sufficient forces in Morocco to ensure the defence of the frontier.—*Reuter*.

JACOB'S SUSPENSION.

CONNECTED WITH DAVIS CUP CONTEST.

London, Oct. 22.

The English Lawn Tennis Association has announced that it has received formal notice of the player Jacob's suspension, from India. It transpires that this suspension is not in any way connected with the Paris visit, but relates to the question of the All-India Davis Cup team's expenses.

Jacob, interviewed with reference to his suspension, contends that he has not broken any federation rule. The items objected to in his Davis Cup account consisted of the Wimbledon entrance fee of £212.6, which he is allowed under rule twenty-five, also a Brussels masseur's fee of a guinea during the Belgian match, plus a taxicab fare or two. Jacob attributes his victory over Washer to the fact that he was massaged. Moreover, he states that the Indian Davis Cup account for the first time in its history showed a profit. The English Association will discuss the matter on October 28th.

DANCE DISPLAY.

A BRIGHT SHOW.

At the Theatre Royal last evening, the pupils of Miss Violet Capell held a dress rehearsal, in preparation for the dancing display to be held on November 7th, in aid of the London Hospital. This rehearsal was to have been held on November 6th, but the date had to be altered owing to the arrival of the Italian Opera Company.

This year, sixty children are taking part, and last year only 35 were engaged. Although several obstacles have occurred to hamper the production of the display, including the difficulty of obtaining a suitable orchestra, and children falling ill, the rehearsal was extremely well done, and augurs well for the final show.

Although only the first dress rehearsal, the children showed considerable ability, the older girls especially performing their parts with much success. Considering that some of these pupils have only been learning for a few weeks, the promising manner in which they give their dances reflects great credit on Miss Capell's teaching abilities.

STOCK EXCHANGES.

TO RE-OPEN TO-MORROW.

After being closed for many months, the local stock exchanges are to be re-opened to-morrow, a decision to this effect having been reached following the report of the Commission of Enquiry, which was made public yesterday.

In his report, the Commission questioned the desirability of keeping the exchanges closed for so long, feeling that this was unfair to the general body of the public.

BELGIAN ROYALTY.

TRAVELLING ON "SUWA MARU."

Their Majesties the King and Queen of Belgium, after spending their holiday in India following their silver wedding, are returning home by the N.Y.K. European liner, s.s. Suwa Maru, sailing from Colombo to-day, under the private names of Count and Countess de Rothy. They are accompanied by Dr. Pierre Nolf, Capt. Robert Goffinet, Miss Marguerite Feck and Mr. Theophile Van Dyck. The steamers will arrive at Marseilles on the 8th Nov.

EGYPTIAN SLAUGHTER.

FIFTY-FOUR KILLED AT A FAIR.

Cairo, Oct. 22.

Fifty-four people were killed and 48 injured at the annual fair at Tanta, which was attended by nearly a million people, while mounted police were endeavouring to clear a way for one of the Egyptian Ministers.—*Reuter*.

[Tana, in lower Egypt, lies on the Nile delta, not far from Cairo. It is noted for fairs and Moslem religious festivals, when the resident population of about 40,000 is temporarily swelled by the advent of hundreds of thousands of pilgrims and visitors. It has a mosque and old Khedivial palace.]

HIGHER TAXATION?

CHANCELLOR'S SIGNIFICANT WORDS.

London, Oct. 22.

Speaking at Colchester, on the occasion of the oyster feast, Mr. Winston Churchill foreshadowed the restoration of a portion of the taxation taken off the Budget, if the economy committee presided over by Mr. Baldwin, did not reap

"RED" POLICY.

INSTITUTIONS TAKEN OVER.

CANTON'S ACT.

It is reported that the Canton Government carried out, on the 17th and 18th inst., the decision of the Committee for Political Affairs to place all the charitable institutions in that city under municipal control. It is said that a squad of armed police was sent to each institution and that these men took away all title deeds, mortgages, account books and other documents. The documents were listed and enclosed in sealed covers in the presence of those in direct charge of the institutions.

There are in the city nine large and well-known charitable institutions, and thirteen smaller ones, and their estimated holdings in real estate and liquid funds, amount to about ten million dollars.

Following this action, the Municipal Council is stated to have sent a communication to each of the charitable institutions inviting them to elect a representative to attend at the Educational Bureau of the Municipal Council on the 18th inst., for the purpose of making an inspection of the cash safes and the private effects of individuals, and to sign and take delivery of these articles. Representatives were also to attend at the same place on the 20th inst. for the opening of the sealed covers and the examination of title deeds and other documents.

PEACE PROSPECTS.

VISCOUNT GREY ON LOCARNO RESULTS.

London, Oct. 22.

The Locarno Conference was the subject of a speech at Swansea by Viscount Grey, who emphasised that a new spirit had been manifested owing to Germany entering the comity of Europe on equal terms. He paid tribute to Mr. Austen Chamberlain's work, and his demonstration of the "selflessness of British policy. The biggest concrete thing at the conference was that Germany would enter the League. In a few years, Germany must play at least as important a part in European affairs as before the war.

Viscount Grey declared that if war arose it would not be on the question of frontier or nationality, but the great principle of arbitration and peaceful settlement. If Britain followed the American example of standing aside in European affairs, it alone would suffice to wreck the peace of Europe (cheers).

The only prospects for Russian credit rested on co-operating in the policy of peace.

He emphatically declared that the new treaties would prepare the way for a reduction of armaments by producing a sense of security.—*Reuter*.

THE PREMIER'S VIEWS.

London, Oct. 22.

The oyster feast at Colchester furnished Mr. Baldwin with an opportunity to refer to Locarno, where, he said, the will to peace had sprung up for the first time in Europe since the war. Solid foundations had been built, which would bear any superstructure. He believed peace had been built up in west Europe, an essential prelude to ultimate peace for the whole of Europe. The entry of Germany into the League would enormously enhance and strengthen its power.—*Reuter*.

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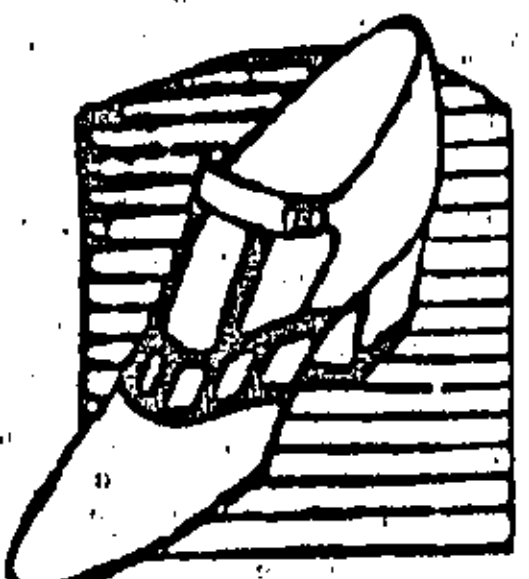
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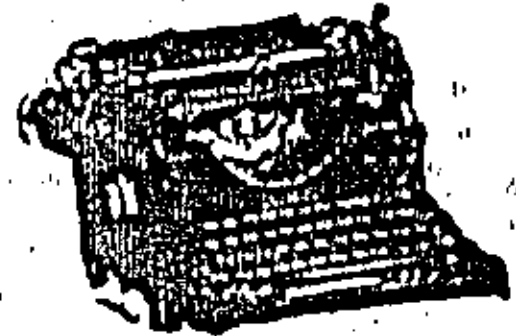
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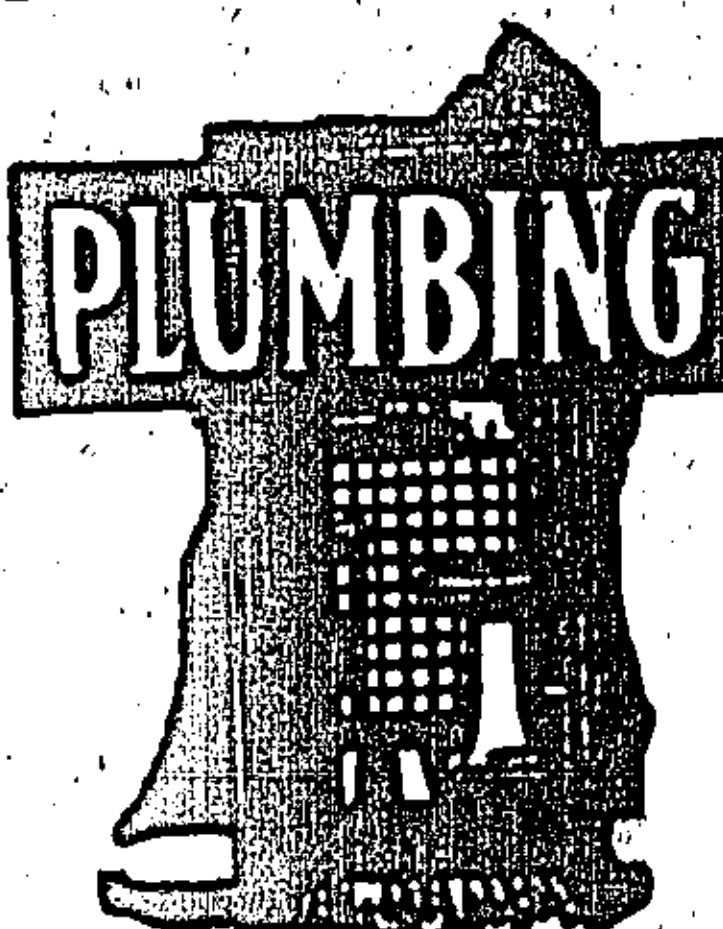
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THE GOVERNOR'S FAREWELL.

YESTERDAY'S SPEECH.

As briefly reported in our
second edition last evening, his
Excellency the Governor yester-
day took leave of members of
the Legislative Council on the
occasion of his last attendance
at a meeting of that body.

H. E. the Governor: Hon. mem-
bers of the Legislative Council.—
It only remains for me to perform
a duty, which I approach with a
keen consciousness of my inability
to do justice to the occasion; that
is to take leave of this Council over
which I have had the honour to
preside for the last six years. You
will, I trust, forgive me if I do not
take the opportunity of laying be-
fore you a full account of my
stewardship. I am, as you know,
no friend to long speeches, and I do
not think that the present juncture,
when we have been compelled to
abandon for the time being many
of the works which I had hoped to
see begun during my term of office,
is a suitable time for such a re-
view.

I am sorry that no great work
has been effected in the Colony
which will serve to remind our
successors of my Governorship. I
had hoped to see the Praya East
Reclamation practically finished,
and I had almost hoped to see the
Military Lands question settled,
but unexpected delays in the
former case and unforeseen events
in the latter have resulted in dis-
appointment. I can only claim
that the six years contain a record
of steady progress. The affairs
due to the period of stagnation dur-
ing the war have been made up;
the development of the Colony has,
until the last few months, been
regular and continuous, and my
successor will be able, as soon as
the present period of depression is
over, to proceed confidently with
many works which I had hoped to
see inaugurated in my time.

Great Regret in Leaving.

I leave the Colony, to my great
regret, at a time of trouble and
difficulty, but I am confident that
this shadow will soon pass and
that Hongkong will resume the
path of progress which will lead
it to a prosperity far surpassing
anything that it has yet seen.

Mr. Holyoak has kindly expressed
the hope that my wife and I
may some day revisit Hongkong. I
am afraid that for the next few
years I shall be at a distance which
will render a casual visit impos-
sible, but in some sixteen years
time Hongkong will be celebrating
the centenary of its foundation.
May I express the hope that the
Government of the day will then
invite me—if I am still alive I shall
be one of the oldest surviving
Governors of Hongkong—to take
part in the celebrations and to see
for myself how far the reality cor-
responds with my expectations.
But I do not want to take up your
time now by discussing the Colony
and its future. I should wish on
this occasion to deal only with my
relations to this honourable Coun-
cil.

We have worked together gentle-
men, for more than six years, and
while I cannot claim that we have
always been in entire agreement,
I think I may justly claim that we
have throughout worked in the
completest harmony and that,
where we have differed, you have
realised, as clearly as I have
realised, that on both sides the only
motive that has actuated us has
been a desire to do what each has
believed to be the best for the
interests of the Colony.

A Proud Memory.

I have valued my association
with you more than I can say and

it will always be one of my proudest
memories that you have unanimou-
sly and repeatedly shown your con-
fidence in me by asking that my
term of office should be extended.
If your request had been granted
I should have been happy to re-
main, but, as this has not been
found possible, I can only express
to you my heartfelt thanks for pay-
ing me so striking a compliment.

I have also to thank you gentle-
men, one and all, for the invaluable
help which you have given me dur-
ing these years by your advice and
criticisms. It has been a cause of
admiration and wonder to me that,
in a Colony such as this, where
there is no leisure class, it has
always been possible to find able
and hardworking men who will
sacrifice their time to the gratuitous
service of the State. Membership
of this Council has been no sine-
cure, and the Colony has cause to
be grateful to all of you and to
those other former members of the
Council, who have been taken from
us—such men as my dear friend
Alexander Stephen, Montague Ede,
Arthur Lowe, Lau Chu-pak, Ng
Hon-tsz and Chow Suk-ki.

I owe a special debt of gratitude
to those of you, who have served
on my Executive Council, for I fear
that I have on many occasions
taxed your patience to an unpre-
cedented extent by long sittings.
I have often felt that, although you
did not say so, you must have
thought that I was wasting your
time in long discussions and by
bringing before you matters which
there was no statutory obligation
to refer to the Executive Council.
If so I can only ask you to forgive
me for taking advantage of your
goodwill. My reason has been that
I have always believed that it is
better to discuss things before they
are done rather than after, and
whenever possible to make sure
that all aspects of a question are
considered before a decision is
taken. I am not so vain as to be-
lieve that I have made no mistakes,
but I do feel justified in claiming
that I have avoided many by this
policy, and that those long meet-
ings have served the public weal.

Good-bye.

May I, in conclusion, address a
few words specially to my Chinese
colleagues? I have valued very
highly the confidence and friend-
ship which has been accorded to
me by Mr. Chow Shou-son and Mr.
Kotewall and their predecessors.
They have always been ready to
come to me when asked to give me
their advice on matters affecting
the Chinese community, and they
have done great service both to
that community and to me by bring-
ing personally to my notice any-
thing in which the Chinese were
specially interested and on which
it was important that I should
know their views.

You, Mr. Chow Shou-son and
you, Mr. Kotewall, have rendered
invaluable service to the Colony
during the troublous times of the
last few months. I know, better
than most, the difficulties with
which you have had to contend and
the tremendous amount of work
which you have done, and I feel
that I should be grievously lacking
in gratitude if I did not, on the
occasion of this my last appearance
in Council, take the opportunity
of publicly testifying to your services
and expressing the thanks of the
Colony to you.

Now, gentlemen, I have nothing
more to say than to bid you good-
bye and to wish you the best of all
wishes for your future and for that
of this honourable Council. I need
not, I am sure, solicit on behalf
of my successor a continuance
of the kindness with which you have
treated me and of the assistance
which has been so readily given to
me during my tenure of office.

Good-bye.

A BARBER'S CLAIM.

STRIKE VICTIM CLAIMS WAGES.

A Chinese barber named Chu
Hia who is not a member of a
guild and who remained at work
throughout the strike until he was
dismissed was the plaintiff in an
action in the Summary Court yester-
day when he claimed from the
Sau Seck firm, 52 Praya East, the
sum of \$53.25, being wages due.
He was represented by Mr. W. B.
Hind and Mr. C. A. S. Russ ap-
peared for the defendant firm.

Plaintiff stated he was employed
by the defendant at \$15.50 a
month and he worked from the
first day of the fifth moon this
year until the 15th of the eighth
moon without being paid. The
amount due was \$53.25. At the
end of that time he was dismissed.
In cross-examination he said the
managing director of the firm was
his uncle who went to Canton when
the strike started in June. Plain-
tiff was not a member of any
guild or union. On June 25 a
letter was received at the shop
stating that all members of the
union would cease work the next
day. His uncle took him to see
the partners of the firm and it was
agreed that he should stay in
charge of the shop so that his
uncle could go to Canton. There
it was decided that all wages be
stopped and the partners and foks
share whatever profits were made.
was a period of 12 days when he
did not work that was because no
one came into the shop although
the door was open.

Mr. Russ: No customers. Have
the Chinese all grown long beards
since the strike started?

Plaintiff: I don't know, our cus-
tomers were mostly Europeans.

Mr. Russ: So all the Europeans
boycotted you.

No Wages and No Profits.

One of the partners of the de-
fendant firm was then called. He
said plaintiff was employed at
\$14.50 a month and had a small
share of the profits. Questioned
by His Honour Mr. Justice Wood
witness admitted plaintiff had had
no wages for the fifth, sixth,
seventh or eighth moon this year.
Asked if that was an arrangement
come to by the guild witness said,
it was not but it was agreed by all
barbers in Hongkong. He ad-
mitted plaintiff had been paid no
profits for the period for which
he received no wages.

The profit sharing scheme had
stopped now and wages were being
paid. The plaintiff was not dis-
missed but when other foks were
brought in he left of his own
accord.

Mr. Russ said he had no more
witnesses to call and no more to
say. If His Honour could tell
him of anything to say he would
say it. (Laughter).

Judgment for plaintiff for claim
and costs was entered.

THE SHANGHAI ENQUIRY

FURTHER COUNCIL EVIDENCE.

Shanghai, October 22.—Mr. V.
P. Lyman, chairman of the Coun-
cil's Watch Committee, in his evi-
dence at the enquiry to-day ad-
mitted that he did not know what
limits existed to building the Coun-
cil's roads in Chinese territory.

He considered the precautions
taken by Insp. McEuen were suffi-
cient to cope with any situation.
Further corroborative Police
testimony was taken.—Reuter.

HONGKONG WOMEN'S GUILD AND MINISTERING CHILDREN'S LEAGUE

Annual Fete & Sale of Work

in
Government House Grounds
(By kind permission of H.E. The Governor)
on

Saturday, October 24th.

The Fete will be opened by Mrs. RUSSELL BROWN
at 2.30 p.m.

Admission:—Adults 20 cents. Children 10 cents.
Sailors and Soldiers in uniform free.

Come and see our stalls filled with the most attractive
and useful articles for Christmas Gifts.

Wonderful and thrilling sideshows comprising:—

Lucky Lip For Little Darlings.

Lucky Wheel For Lovely Women.

Clock Golf For Carefree Gentlemen.

NAVAL CHUTE, GOLD FISH POND, BRAN PIE,
ROLL, BOWL OR PITCH, ICE CREAM CART, SILK,
WORMS EXHIBIT, etc.

TEA GARDEN—TICKETS 50 cts.

Miss v. Capell will give a Children's Dancing Display
in the Ball Room from 4.45 to 5.30 p.m. Tickets 50 cents,
Children half price and—

THE IMPERIAL CONCERT PARTY

in their wonderful entertainment from 6 to 7.30 p.m.
Front seats \$1.00. Back seats and children 50 cents.

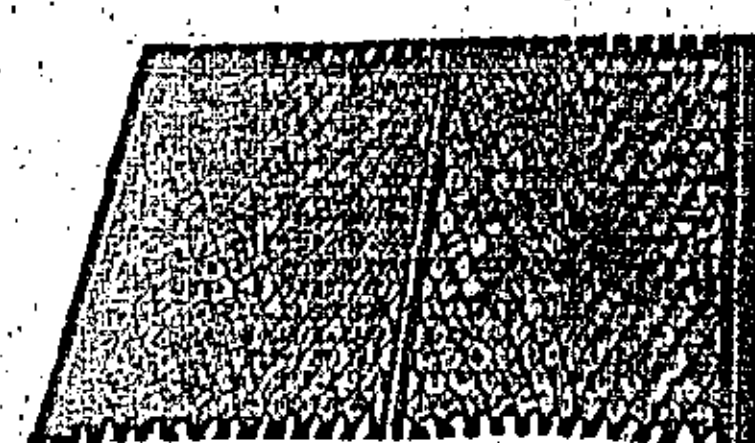
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An Ideal Remedy for Coughs and Colds.
Cleans the Bronchial Tubes, Eases the Breathing
and relieves that Stopped-Up Feeling, bringing
about a speedy and permanent recovery.
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V-Shaped Reinforcing Ribs, 1" high connected by Diagonal
Cross Strands Form a Diamond Mesh, which provides a
Lath of Exceptional Strength and Stiffness, especially
adapted to wide spacing of supports of Walls and Ceilings,
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THE CENTRAL
TRADING CO.,



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By Swen.

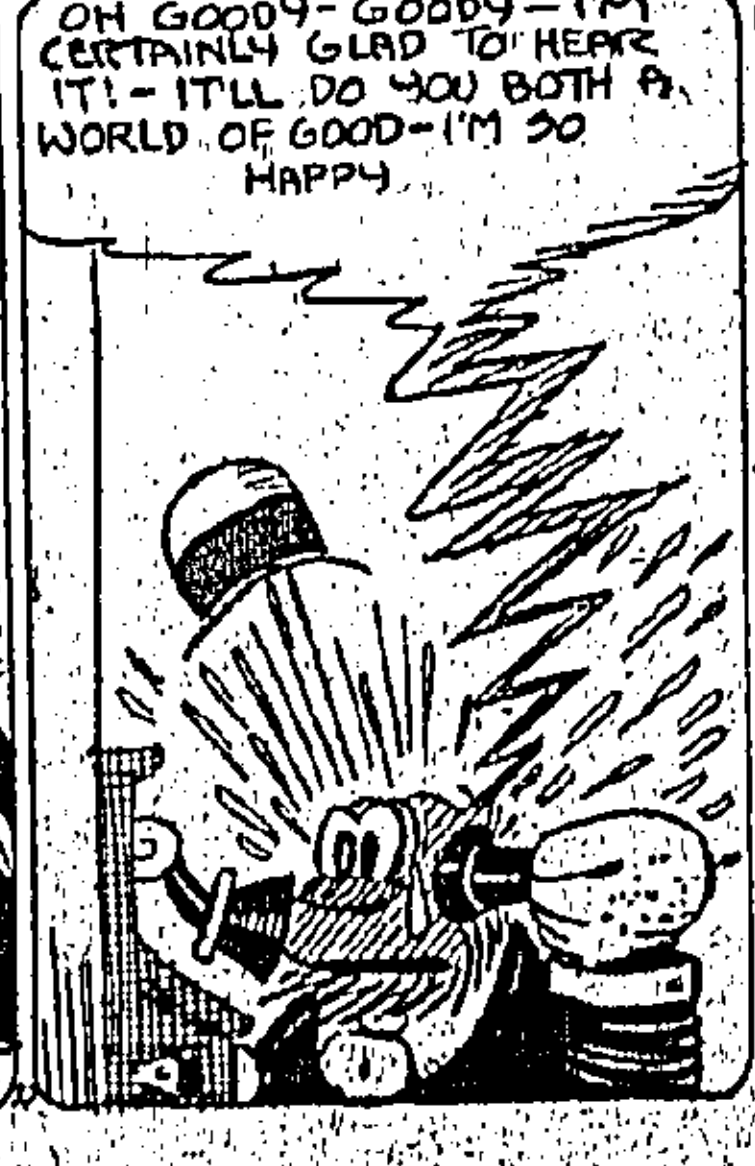
After Malaria

a regular course of
Scott's Emulsion
will lessen the risk
of a relapse while
rebuilding the
strength and en-
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It brings health to all.

SALESMAN \$AM.



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Absolutely Reliable

Kelvinator is electric refrigeration, ideal for the home.

It is perfected—entirely automatic—absolutely reliable.

Installed in the home, Kelvinator does its work smoothly, efficiently.

It is on duty to supply refrigeration, as needed, 24 hours a day, and day after day.

All that you need ever see of Kelvinator is the cooling tank, which fits into the ice compartment of any good standard refrigerator.

Talk with owners. They will tell you that Kelvinator does more than we say it will do.

We invite you and we urge you to make such inquiries.

CALL AT OUR OFFICE FOR A DEMONSTRATION.

HOLYOAK, MASSEY & CO., LTD.

Agents for Hongkong & S. China,

AT

Messrs. Lane, Crawford's Hardware Show Rooms

or

The China Light & Power Co.'s Showrooms,

62, Nathan Road, Kowloon.

Established 1914

Kelvinator

Electric Refrigeration

IT IS NECESSARY

to remember in times of trade depression that a man owes

PROTECTION

to his family more than in prosperous times.

A WHOLE LIFE POLICY

with a premium at minimum rate as issued by

CHINA UNDERWRITERS, LTD.

will give this needed protection.

Full particulars of this policy can be obtained from the Life Assurance Department of the Company at their offices, St. George's Building. Phone C. 1122

"NY CARLSBERG" BEER.

THE FINEST DANISH BEER.

Price per dozen pints \$3.00 duty paid.

Sole Distributors.

CALDBECK, MACGREGOR & Co., Ltd.

QUEEN'S COLLEGE.

DEPARTURE OF MR. B. TANNER.

Presentation From Old Boys.

The following letter has been addressed by Queen's College Old Boys' Association to Mr. B. Tanner, I.S.O., the retiring Headmaster of the College, who leaves for home this week.

Bertram Tanner, Esq., I.S.O., Headmaster, Queen's College.

Dear Sir,—I am directed by the General Committee to convey to you the best wishes of the Members of this Association on the occasion of your retirement as Headmaster of Queen's College after 27 years of educational work in this Colony and to give expression to the great esteem with which you are held for your kind, personal interest in the students, both present and past. While rejoicing with you over your well-earned rest, it is generally felt that, in your departure from the Colony, we have lost a very dear friend and a very useful member of the Community.

I am also directed to request you to accept, from those members of the list of whose names is enclosed, the accompanying cheque as a token of their keen appreciation of your long and meritorious connection with the old school. With this cheque it is hoped that you will acquire a small car for your personal use upon your return to England; and, on behalf of the General Committee and Members of this Association, I beg to wish you a pleasant voyage and many years of happy retirement.—Yours faithfully, Queen's College Old Boys' Association.

Sd., C. G. ANDERSON, Hon. Secretary.

LEAGUE CRICKET.

TEAMS FOR TO-MORROW.

The following will represent the University 1st XI in a League Match against the East Surveys Regt. C. C. to-morrow, on the University grounds:—A. A. Rungtun (Capt.), Rev. E. K. Quick, H. N. Ballhatchet, A. S. Hett, S. Hachima, Dr. D. K. Samy, S. O. Shalabadi, W. H. Shing, E. Zimmerman, D. Laing, B. P. Ng.

The following will represent the University 2nd XI in a League match against K. C. C. at Kowloon:—B. N. Sudan (Capt.), W. M. Gittins, C. A. Peterson, C. W. Linn, A. T. M. Barua, H. Q. Hunt, Y. C. Teli, V. F. R. Viceroy, C. K. Ong, H. Y. Leong, C. H. Yee, Reserve:—F. Hiptoola.

The following will represent the Indian Recreation Club 2nd XI in their League match against the Hongkong Cricket Club 2nd XI at the latter's ground at 2 p.m.:—J. S. Akbar, J. Cassimboy, J. Hassan, S. A. R. Ismail (Capt.), A. S. Ismail, M. P. Madar, A. R. Mima, R. Nazarin, S. A. Rungtun, D. M. Razack, and Y. A. Wajah, Scorer, A. O. Madar.

An execution for the first time was attended by a woman when John Keen was hanged at Glasgow on Sept. 24th, and Mrs. Mary Bell, a junior magistrate, was present in her official capacity. There had been an agitation in the city in this connection and Mrs. Bell resisted all attempts to dissuade her, declaring that she disliked that task but women in public life must do their jobs thoroughly. John Keen was sentenced to death at Glasgow for the murder of an Indian in May last when a mob attacked eight Indians in a house at Glasgow.

HONGKONG'S PRISONS.

PERCENTAGE OF PRISONERS INCREASE.

Superintendent's Report.

The report of the Superintendent of Prisons for 1924 shows that the number of prisoners received into prison convicted by ordinary courts was 6,339, as against 4,277 for the previous year. Other prisoners received into prison were 39 debtors as against 17 and 1,063 on remand or in default of finding surety, as against 1,040 last year. Altogether there was an increase of 2,011 on the total number of admissions over the year 1923. The number of revenue grade prisoners admitted was 4,085, of whom 2,457 were convicted under the Opium Ordinance, 131 under the Arms and Ammunitions Ordinance and 147 under the Gambling Ordinance.

Eleven were convicted of removing dead bodies without permission, only 13 for drunkenness and 498 for hawking without license.

One hundred and one juveniles were admitted during the year, with sentences varying from 24 hours detention. The percentage of convicted prisoners admitted to prison with previous convictions recorded against them was 17 as compared with 14.5 for 1923. There were 147 prisoners admitted, who were convicted by the Police Courts in the New Territories, against 99 for the previous year.

The returns show that the percentage of prisoners to a population has increased during the last ten years. In 1915 the percentage was 115, which in ten years has increased to 133.

There was no escape from prison during the year and only one attempt is recorded. Of six deaths which occurred, one was by execution.

As regards work done in the prison, 11,673,172 forms were printed and issued to various Government departments and 69,543 books bound and repaired.

The table of income and expenditure shows that the earnings of prisoners amounted to \$121,064 and the average cost for the year for each prisoner \$257.

ARMS POSSESSION.

RETURNED BANISHEE GETS FOUR YEARS.

Sitting at the Kowloon Magistrate's yesterday afternoon, Mr. E. W. Hamilton sentenced a Chinese to twelve months' hard labour on a charge of returning to the Colony before the expiration of his term of banishment. According to the defendant's record he was arrested in connection with an armed robbery committed at a money changer's shop but though not actually charged before the Court was banished on August 21, 1922.

With the assistance of Mr. R. A. D. Forrest, the Kowloon Magistrate heard a further charge against the defendant of being in possession of a dagger fit for an unlawful purpose. Sentence of four years' hard labour was imposed, it being said that the Bench was satisfied the defendant had returned to the Colony to commit a violent crime.

A Revolver Case.

Mr. D. McCallum appeared before the Magistrate to defend a young Chinese on a charge of unlawful possession of a revolver and four rounds of ammunition. Pleading guilty to a technical offence Mr. McCallum asked that certain witnesses be produced by the police to prove that the defendant had been threatened and given the revolver for self-protection.

After hearing the evidence of the defendant and a coolie woman the Magistrate said that they would convict the defendant on a technical charge and as he had been in custody for 22 days he would be discharged with a caution.

NORTHERN WAR MOVES.

WU PEI-FU EXPLAINS.

Peking, Oct. 22.—Wu Pei-fu arrived at Hankow yesterday. Incoming and outgoing messages are strictly censored.

It is reported from Hankow that Wu Pei-fu, interviewed, declared he is opposed to Communists and Bolsheviks as destroyers of the country. He would not be surprised if Feng Yu-hsiang acted in conjunction with him and launched an attack on Mukden.

Wu Pei-fu declared most emphatically that unless the country is put into proper order the Powers will be unwise to hold the Tariff Conference. It would be better for them if they had never started it. For it would not be recognised as legal.—*Reuter.*

Hupeh Independent.

Hankow, Oct. 22.—The Hupeh tapan has issued a proclamation in

which he declares the province independent. It adds that Chang Tso-lin plans to proclaim himself emperor or to restore the Manchus.—*Reuter.*

Tsingtao, Oct. 22.—The Fengtien leader Chang Tsung-chang has established his headquarters at Hsichowfu. Chang Tso-lin has dismissed Admiral Wen Shou-ten who is suspected of intriguing with Wu Pei-fu. Admiral Pi Shou-chen succeeds him.—*Reuter.*

Wu Pei-fu Explains.

Hankow, Oct. 22.—Wu Pei-fu has informed *Reuter* that he previously advocated the use of force to suppress maladministration and uphold law, but when fortune went against him in 1924 the people turned and denounced his policy and cried for peace. The people since then had had a term of so-called peace wherein conditions became so much worse that an appeal had now reached him from fourteen provinces, to which it was his duty to respond. He opposed Communism, etcetera. He thought

Feng Yu-hsiang would co-operate and would not be surprised if Feng launched an attack independently against Mukden. In conclusion Wu Pei-fu hoped that Shantung and Chihli would join him without fighting.—*Reuter.*

INTERPORT GOLF.

HONGKONG AT MANILA.

Result of Singles.

The Interport Golf match between Hongkong and Manila was commenced yesterday on the Calocan course, when singles matches over 36 holes were played. The result of the play was that Manila won four of the six matches, the other two going to Hongkong.

Moses, Andrews and Douglas were the Hongkong players who won their matches.

The Interport will be concluded to-day when the foursomes will be played.

REAL BARGAINS

ARE BEING OFFERED AT

SINCERE'S

Sale!

Thousands of Dollars Worth of Surplus Stock to be Disposed of at IMMENSE REDUCTIONS.

NOW IS THE TIME TO ECONOMIZE.

YOU WILL SAVE ON EVERY PURCHASE YOU MAKE AT THIS SALE.

For 20 DAYS ONLY.

From 17th October to 5th November.

By Blosser

NURSERY NOTICE!

BABY MUST HAVE

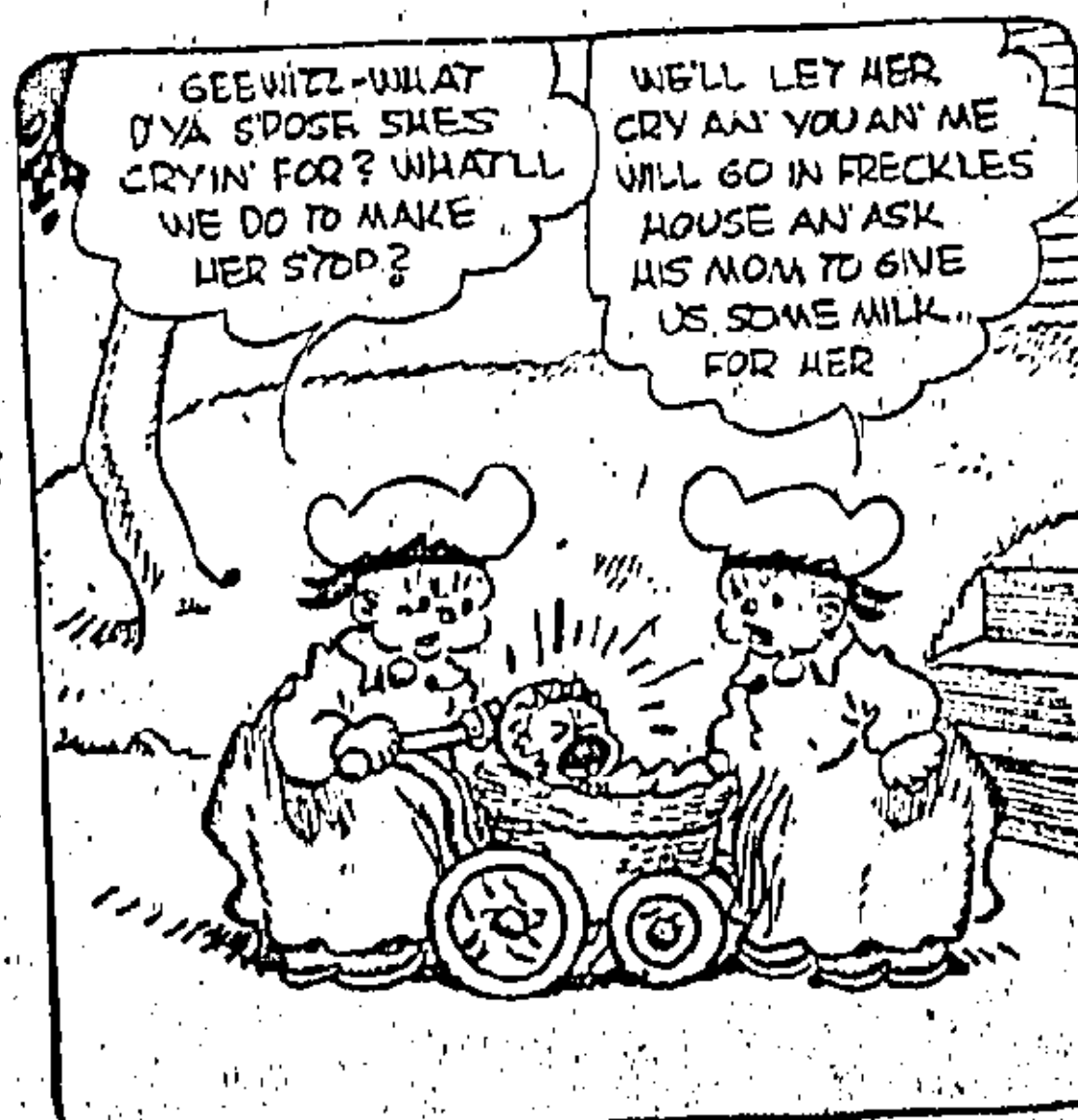
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A COMPLETE FOOD FOR INFANTS FROM BIRTH.

WATCH THE CHILD GROW.

FRICKLES AND HIS FRIENDS

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ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID

\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection—
Nos. 1366, 1375, 1314, 1320, 1384, 1376, 1385, 1342, 1392.

PREMISES TO LET.

TO LET.—5-roomed Modern House in Kowloon, furnished or unfurnished. Apply Box No. 1398 c/o Hongkong Telegraph.

PRIVATE HOTEL, QUIET BRITISH FAMILY, full board and residence from \$4 daily, 1 minute from ferry. Special family rates. Cuisine under personal supervision. 1, Victoria Gardens, Kowloon Road, Kowloon, Tel. K.357.

TO LET.—One 6 roomed house three minutes from the ferry. Immediate possession. Apply premises, No. 11, Ashley Road, Kowloon.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co., Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

ON or about March 1926 whole flat or spacious suite of offices in the "French Building" ex "Victoria Building," No. 5 Queen's Road Central (between Chartered Bank and Mercantile Bank). Apply to: Barquade Indochine Chater Road.

TO Let.—Two newly constructed, European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

NOTICE.

The Hongkong Sharebrokers' Association.

NOTICE is hereby given that the Hongkong Sharebrokers' Association will re-open tomorrow, the 24th instant.
By Order of the Committee,
J. W. KEW,
Secretary.
Hongkong, 23rd October, 1925.

HONGKONG STOCK EXCHANGE.

NOTICE.

In deference to the opinion expressed in their report by the Stock and Share Commission questioning the advisability of keeping the Exchange closed for a long period it has been decided at an Extraordinary General Meeting of Members to open the Hongkong Stock Exchange on Saturday the 24th inst.
By order of the Committee,
A. NISSIM,
Secretary.

GETZ BROS. & CO.
(OF THE ORIENT) LTD.

TAKE NOTICE that as from the date hereof Mr. J. Edward Athorley has ceased to employed as Manager of this firm and his Power of Attorney has been revoked. Mr. T. L. Parkhurst has as from to-day been appointed Manager in his stead.

CHARLES J. KELLY,
for Getz Bros. & Co.,
(of the Orient) Ltd.
Dated 22nd October 1925.

250 VALUABLE CHINESE PAINTINGS.

PART OF THE LATE DR. STAFFORD M. COX'S NOTABLE COLLECTION.

The attention of Collectors is drawn to the sale of the above pictures, which will be held in our Front Salesroom, 45, Kiangse Road, Shanghai, commencing at 10 a.m., on Wednesday, the 28th October, 1925.

L. MOORE & CO., LTD.,
Auctioneers and Valuers.
Shanghai, October 15, 1925.

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LIMITED.

Notice to Shareholders.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of Shareholders in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on SATURDAY, 24th October, 1925, at noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1925.

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th October, 1925, both days inclusive.

By Order,

M. MANUK,
Secretary.

Hongkong, October 8, 1925.

In the Matter of the Companies Ordinances 1911 to 1923

and
In the Matter of M. Y. San & Co., Limited (In Liquidation).

Creditors of the above named Company are requested on or before the 30th day of November, 1925, to send their names and addresses and particulars of their debts or claims and the names and addresses of their Solicitors (if any) to the registered office of the said Company at No. 98, Queen's Road Central, Victoria, Hongkong; and further, if so required by notice in writing, personally or by their Solicitors or Representatives to come in and prove their said debts or claims at such time and place as shall be specified in such notice. And notice is hereby given that in default thereof, such creditors will be excluded from the benefit of any distribution before such debts or claims are proved.
Dated the 5th day of October, 1925.

LAU YUK WAN,

WONG SUI LEUNG,

NG WEI CHEE,

Liquidators.

Seltona

The ideal daylight printing—gives fine sepia tones by fixing only. Send a postcard for free illustrated booklet: "Perfect Prints on Seltona."

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40, Canton Road, Shanghai.

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\$12.00. per month

AT

ANDERSON'S

G. R. NOTICE.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 26th day of Oct., 1925, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, one Lot of Crown Land at Shauiwan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Contents in sq. ft.	Annual Rental.	Estimated Price.
Registry No.	N. S. E. W.			
Locality.				
Shauiwan Island Lot No. 538				
Opposite Shauiwan Island Lot No. 125, Shauiwan.				
	feet.	feet.	feet.	feet.
As per sale plan.				
			1,240	12
				1,240

G. R. NOTICE.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 26th day of Oct., 1925, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mount Cameron in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Register No.	Locality.	Boundary Measurements.				Contents in	Rental.	Estimated
			N.	S.	E.	W.	sq. feet.	Annual.	Price.
			feet.	feet.	feet.	feet.			
2	Rural Building Lot No. 288.	Mount Carmel					10,000	250	5,500
			As per sale plan.						

HONGKONG JOCKEY CLUB.

SEVENTH EXTRA RACE MEETING

November 7th. 1925.

5th Race—Stanley Plate.

NOTICE is hereby given that the conditions of this race should read as follows:—

For China Ponies, Griffins of this year. Weight for inches as per scale. Winners of two races 5 lbs. penalty; of three or more races 10 lbs. penalty. Non-winners allowed 5 lbs. Subscription Griffins of this year allowed 5 lbs. Jockey allowance.

HONGKONG JOCKEY CLUB.

The half yearly General Meeting of Members will be held on Tuesday, November 3rd, 1925 at 5.30 p.m. in the Jockey Club Room, Hongkong Club Annex.

By Order,

H. GREENWOOD,
Acting Secretary.

HONGKONG JOCKEY CLUB.

Draft Programme and Entry Forms for the Seventh Extra Race Meeting to be held on Saturday 7th. November 1925 (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

Entries will close at 12 o'clock noon on Saturday 24th Oct., 1925.

MESSAGE

Mr. and Mrs. N. Akaji have removed to No. 29B, Wyndham Street (2nd floor), Opposite Dairy Farm Co. Hongkong.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on WEDNESDAY, the 28th October, 1925, commencing at 11 a.m., at No. 6, Lyemun Villas, Chatham Road, Kowloon.

A Quantity of Valuable Household Furniture. (Full particulars from Catalogue). On View from Tuesday, the 27th October, 1925.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.
Hongkong, October 20, 1925.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Order of Mortgagee

The Valuable Leasehold Property Situate at Victoria in the Colony of Hongkong and known as Section B of Marine Lot No. 178, Section A of Marine Lot No. 177, and subsection 1 of section B of Marine Lot No. 177

PUBLIC AUCTION.

on THURSDAY, the 29th day of October, 1925, at 3 o'clock p.m.

by THE AUCTIONEERING AND BROKING CO., LTD. AUCTIONEERS.

at their sale rooms in 4B Duddell Street, Victoria, aforesaid, the property consists of:

(1.)—All that piece or parcel of ground situate at Victoria, Hongkong and registered in the Land Office as section B of Marine Lot No. 178.

The property is held for the unexpired residue of the term 999 years from the 25th day of June 1861 created by an Indenture of Crown Lease dated the 22nd day of February 1862. Annual Crown Rent \$99.00. Total area 9223 square feet.

(2.)—All that piece or parcel of ground situate at Victoria aforesaid and registered in Land Office as section A of Marine Lot No. 177.

The property is held for the unexpired residue of the term of 999 years from the 25th day of June 1861 created by an Indenture of Crown Lease dated the 24th day of September 1906. Annual Crown Rent \$2.10. Total area 263 square feet.

(3.)—All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as subsection 1 of Section B of Marine Lot No. 177.

The property is held for the unexpired residue of the term of 999 years from the 25th day of June 1861 created by an Indenture of Crown Lease dated the 24th day of September 1906. Annual Crown Rent \$0.85. Total area 7974 square feet.

All the above property was formerly known as the "Kung Wo Hotel" and was numbered 461, 463, 465, 467, 469A and 469B Queen's Road West.

For further particulars apply to: Messrs. WILKINSON & GRIST, MORTGAGEE'S SOLICITORS, or to THE AUCTIONEERING AND BROKING CO., LTD. Auctioneers.

4B, Duddell Street, Hongkong, 19th October, 1925.

BY ORDER OF THE MORTGAGEE

PUBLIC AUCTION

Two Undivided Fifth Shares in all that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Subsection 1 of Section A of Inland Lot No. 1029 together with all messuages or tenements and other erections and buildings thereon and known as No. 176, Queen's Road Central.

by Messrs. Lammert Brothers, Auctioneers at their Sale Rooms No. 5, Duddell Street, Hongkong, on WEDNESDAY, the 28th Day of October, 1925 at 3 o'clock p.m.

For further Particulars and Conditions of Sale apply to: Messrs. Deacons, Mortgagees Solicitors, Prince's Building or to Messrs. Lammert Bros., The Auctioneers, No. 5 Duddell Street, Hongkong.

Hongkong, 14th October, 1925.

DOGS OF LONDON.

50,000 Increase in Eight Years.

There are to-day fifty thousand more dogs in London than there were eight years ago. People who gave up their animals during the war have since been keeping them again, and the taste for dogs has also been greatly cultivated by the shows.

"The increase in the number of dogs in London," Mr. A. Croxton Smith said in an interview with the Observer, "is reflected throughout the kingdom. In spite of the interruption caused by the war, when many persons voluntarily gave up keeping dogs, and most of the exhibitors refrained altogether from breeding, the number of dogs licensed two years ago in Great Britain was nearly 800,000 more than in 1905, and since then the figures have increased considerably."

"To a large extent it is the exhibitors who set the fashion in dogs. Since the war there has been an enormous number of dogs exhibited; and also in the number of animal shows, now some sixteen hundred. Most of the dog shows in the kingdom take place in London and the Home Counties. On September 30 and October 1, the great show of the Kennel Club will be held at the Alexandra Palace. Whilst exhibitors will come from Scotland, Ireland, Wales, and nearly every part of England, considerable support will be given to the show from London and Greater London. Mr. Charles Cruik's show at Islington in February is even greater than that of the Kennel Club."

"The effect of these two shows and others of nearly the same magnitude taking place in London means that many thousands of men and women who keep only companion dogs visit them and take their friends, and in this way the taste for dogs is cultivated."

"The increase in the hobby of dog-showing may be accurately gauged by the registrations at the Kennel Club. Before a dog can be exhibited it must be registered at the Club with a distinctive name by which it can be afterwards recognised. In 1913 the registrations numbered just over 19,000. Last year they were close on 50,000; and at the present time they are being received at the Club at the rate of 5,000 a month."

AGAINST BURGLARS. "The numerous burglaries that have taken place in post-war years have induced people also to safeguard themselves by keeping a dog. I am constantly being asked what is the best dog for this purpose, and usually I recommend for town houses one of the terriers which take up very little room and will almost exercise themselves by their activity in the garden, and at the same time are so alert that any intrusion is at once noticed."

"Although I do not consider that flats in London are suitable places in which to keep dogs, there is no reason at all why the owner of a house with a piece of garden attached and facilities for exercise should not have a dog as a guard. After all, a considerable portion of the urban population is recruited from the country, and young men come up to town with country tastes and a love of animals generally."

"I am glad to see that the tendency nowadays is for people who can afford to pay a little more to keep a pedigree dog rather than to be content with a mongrel. This is to be encouraged, because a man who has a pedigree dog is proud of the fact and takes much more care of it than if it were worthless."

"Of course," Mr. Croxton Smith added, "there are many accidents owing to the motor traffic, but probably more dogs in proportion are killed in the country than in London. London dogs are more accustomed to the traffic and are more in the habit of looking after themselves. Motorists may not be aware that if through carelessness on their part a dog is killed an action for damages in the County Court has a good chance of success."

Fireman (to onlooker): "Keep your blooming smoke out of my eyes!"—*Passing Show, London.*

OPENING UP AFGHAN-ISTAN.

Agreement With German Company.

German industrial enterprise has now penetrated into Afghanistan; and a German company has already started operations in Kabul with the avowed object of fostering Kabul exports, while at the same time introducing into his Majesty Aminullah's dominions the goods of the Fatherland. A Kabul paper gives the text of the agreement entered into by the Afghan Government with the German company.

It is laid down that the company must not have dealings, or make contracts with traders, or other persons unless the latter have been introduced by the Minister of Commerce. Provision is made for the purchase from the company of imported goods and the acceptance in return by the company of raw materials for export.

The German company, which is known as the Shirkat-i-Afghan, undertakes to place on the world's markets Afghan goods, upon the sales of which it is to receive a maximum commission of 4 per cent. Strict regulations are made regarding the commercial transactions of the undertaking, and it is provided that "the company's imports and exports at the end of each year should balance."

A clause in the agreement states that a separate arrangement for the working of the mines will be made with the company when it submits an application to this end to the Minister of Commerce.

MATTERS PSYCHIC.

Prize for Successful Demonstration.

Another investigation of so-called psychic phenomena is about to start. This one is under the auspices of the Journal of Abnormal and Social Psychology.

A prize of \$5000 has been posted. This will be awarded to the first person who produces supernatural material phenomena under laboratory conditions.

One of the stipulations is that the phenomena must be produced in the light.

A committee, which includes many eminent scientists, has been picked to act as the judges in the investigation.

Dr. S. Burt Wolbach of the Harvard Medical School is secretary of the committee. It is announced that all communications regarding the investigation should be sent to him prior to November 1.

Members of the committee include Dr. Harlow Shapley, director of the Harvard Observatory; Dr. Theodore Lyman, director of the Jefferson Physical Laboratory; Dr. Walter B. Cannon of the Harvard Medical School; Dr. Carroll C. Pratt, instructor in psychology at Harvard, and Harry Houdini, the well-known stage magician, who has spent much time investigating psychic phenomena.

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MESSAGE

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Graduates of Tokyo Language School, No. 27, 2nd Floor, WYNDHAM ST. HONGKONG TEL. 688.

THE BUDGET DEBATE.

OFFICIAL REPLIES TO POINTS RAISED.

GOVERNOR ON "SQUEEZE".

After we had gone to press yesterday, Official members of the Legislative Council replied at length to various points raised in the course of the Budget debate by Unofficial members.

ATTORNEY GENERAL REPLIES.

The Attorney General, Sir, I should like to make a few remarks on the subject of education in this Colony. Perhaps in the recent Bolshevik campaign, which has been engineered from Canton (and perhaps it would be more accurate to say from Moscow) nothing has more annoyed old residents who have a real affection for this Colony and a firm belief in British fair play than the lying campaign of calumny which has misrepresented the British officials and the British business men of this Colony as riding roughshod over the rights of the Chinese and brutally, or imperially, for that is the favourite word used, riding roughshod over the rights of the Chinese here. Nothing could possibly be further from the truth. On the contrary, the record of this Colony is one of sympathetic government by three generations of hard-working officials of the highest integrity, and of friendly intercourse of three generations of British business firms with the Chinese in this Colony.

The wonderful prosperity which this Colony has attained, and the manner in which "Chinese" have flocked here to do business is a sufficient refutation of the gross slanders to which I have referred. Some years ago a former Lane Officer of this Colony estimated that the Chinese owned fifty-sixteenth of the landed property in this Colony, and it is a well-known fact that their large land owning still continues, and also that they are the owners of a large proportion of the shares in our public companies. We have also the curious fact that the wives and families of some of the officials in Canton, who are working against us, are actually receiving sanctuary here in our midst in this so-called imperialistic British Colony.

History and Progress.

I have in my hand a despatch of a former Governor, Sir William Des Voeux, dated October 31st, 1889, reporting to the then Secretary of State for the Colonies, on the condition and prospects of Hong Kong, and in that despatch he points out with pride that our revenue for 1888 was one and a half million dollars, was larger than in any former year. In 1921 our revenue was about 24 million dollars. Another item which Governor Des Voeux mentions is land sale receipts which amounted to \$100,000, as against nearly three million dollars received in 1923, a bumper year. The population for 1888 he mentions as 100,000. (Before the commencement of the recent unrest it was probably about 800,000.)

In the concluding paragraphs of his despatch, Sir William Des Voeux pointed out the wonderful transformation, since we took over in 1840, of Hongkong from "a bare rock, with a few fishermen's huts here and there," to a wonderful and busy and prosperous shipping port. In the last paragraph of his despatch he says as follows:

"Hongkong has indeed changed its aspect; and when it is remembered that all this has been effected in Her Majesty's reign, and indeed during a space of less than fifty years on ground in immediate contact with the most populous Empire in the world; by a comparatively infinitesimal number of an entirely alien race, separated from their Homes by nearly the whole earth, and, unlike their countrymen in Australia and Canada, living in an enervating and trying climate; and when it is further remembered that the Chinese, whose labour and enterprise under British auspices have largely assisted in this development, have been under no compulsion, but have come here as free men, attracted by liberal institutions, equitable treatment, and the justice of our rule; and when all this is taken into account, it may be doubted whether the evidence of material and moral achievement, presented as it were in a focus, make anywhere a more forcible appeal to eye and imagination, and whether any other spot on the earth is thus more likely to excite, or more fully justify, pride in the name of Englishman."

The point that I wish to make now is that the Hongkong Government ought to make it its business to touch in its schools and in the University, the wonderful growth and prosperity of this Colony, owing to its liberal institutions, its equitable treatment of and justice to all races, and starting onward from Governor Des Voeux's despatch to the present day to show how that same fair treatment of the Chinese has resulted in the immensely greater proofs of prosperity which are now before us to-day, and which are the result of the cordial co-operation which has for so long existed and still exists between British and Chinese in this Colony.

D.P.W.'S REPLY.

The Director of Public Works, Sir, in reply to the speech of the Hon. the Senior Unofficial Member, it is much to be regretted that the work of strengthening main roads has had to be postponed, and in some cases the maintenance votes have had to be reduced. It will be readily understood that such postponement and reductions in regard to the upkeep of main roads cannot be permitted for any length of time without serious deterioration and the ultimate heavy expenditure that will be required to bring them back to the present standard.

Provision has been made for the continuance of work on all items of the Shing Mun Valley Scheme, part 1) estimated to cost \$3,500,000, and everything will be done to expedite this scheme, until the completion of which it will not be possible to do without the restriction of the water supply both at longkong and Kowloon during periods in which there is an unusually distributed rainfall.

Filter Beds.

The contract for the Bowen Road East Gravity Filtration Plant has been let to Messrs. Patterson Engineering Co. The contract price including shipment and erection is \$8,700. Reinforced concrete work and foundations will be extra. Drawings have not yet been received, so that the cost for this work is not known. The contract is to be completed in nine months. The capacity of the plant is three million gallons per day as compared with the output of the existing Bowen Road filter beds of three-quarters of a million.

The Eastern filter beds are nearing completion. The total number of these beds is 11, all of which have been constructed. Five are at present in use as filter beds giving approximately an output of 1½ million gallons; two are being used as balance tanks and the remaining four are not yet in use. All the beds cannot be utilised as filter beds until the five million gallon service reservoir now in progress is completed.

Praya Road East.

Mention has been made of the disturbed conditions of the Praya Road at Wanchoi. Unfortunately the raising of all drains and sewers necessitated by the Praya East Reclamation has caused an upheaval of the roads in this district, which has been complicated by the necessary removal of water mains, gas pipes, cables, etc. which had to be dealt with at the same time. As far as possible this unavoidable inconvenience to the public will be reduced to a minimum. The large open sewer running parallel with the old Praya wall is responsible for many of the complaints received, but this matter has now been referred to the Port Development Department and it is hoped the contractor responsible will be able to keep this drain in a more sanitary condition in future.

Motor Lorries and Cars.

The increase referred to on Page 79 showing an excess of estimated expenditure of \$44,311 for 1926 under the head of Other Charges over that of 1925 is chiefly accounted for by the four items:

Incidental expenses	
quarries	\$7,000
Upkeep of motor lorries and cars	14,000
Upkeep of quarry plants	11,500
Electric lights and fans	5,000

The two increased items for incidental expenses for quarries for them.

and upkeep of quarry plant amounting to \$19,000 were inserted to meet expenditure at the new quarry at Tai Kok Tsui, which was required for supplying materials for the strengthening of the Kowloon roads, but since the strengthening of these roads has been postponed the quarry will not now be required and there will be a saving of this amount.

With regard to the item for upkeep of motor lorries and cars, the increase is provided to meet the upkeep of additional lorries, etc., which are now more than double the number on hand at the commencement of this year. The remaining increase of \$5,000 is to meet the upkeep of the increased number of fans and lights principally in new buildings such as the First Station, Sanyingpun School, Sisters' Quarters, etc., which are nearing completion.

Provision has been made under Item P.W.E. 14 for converting an open iron shed at Wanchoi Depot into a temporary workshop for carrying out repairs to lorries and cars, and a mechanical engineer has arrived, and will be put in charge of this workshop. It is hoped that in the near future, this Department will have a large general workshop with a fully qualified mechanical engineer in charge, but at present only small repairs can be undertaken at the Wanchoi workshop.

Revised Expenditure for 1925.

The estimated revised expenditure for 1925 was not inserted in the Draft Estimates for 1926 because of the difficulty of arriving at the amount with any degree of accuracy in consequence of—(a) Labour troubles; (b) The necessity for economy; (c) Ascertaining what claims would have to be made from contractors if contracts were to be interfered with. An approximate estimate has now been made of the amounts that will be expended during 1925 on such works as appear in the 1926 estimates and these figures will be included in the final print of the estimates for 1926.

These figures could not be made available in time for hon. members' reference when considering the draft estimates for 1926.

Street Names.

In reply to the Hon. Mr. Bird's remarks I would state: With regard to street name plates, this work had to be postponed. The design of these name plates was decided upon in consultation with the Hon. Mr. H. W. Bird and approved by Government in April last, and 89 street name plates (50 in Kowloon and 39 in Hongkong) would have been completed during this year. The preliminary work was in hand when the strike prevented further progress. Since then, owing to retrenchment, all works not considered essential, and such works as could be cancelled without involving claims, have been stopped.

Taipei Road.

With regard to the dangerous bridges on the Taipei Road referred to, an item was tentatively proposed to be included in the estimates for 1926 for this work, but owing to retrenchment, it had to be postponed. The necessity of improving these bridges is considered most essential, together with the widening and improving of the approaches to them. The widening of all of the bridges between Castle Peak and Taipei Market have been taken in hand and should be completed by the early part of next year.

COLONIAL SECRETARY'S LAST BUDGET SPEECH.

The Colonial Secretary, Sir, before I proceed to the reply to the points in the speeches of the Unofficial members, I would like to thank the senior Chinese member for his personal reference to my debate and the estimates. I think this is the twelfth debate on the Budget in this Colony in which I have taken part, and I have had the honour of introducing the estimates for the years 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, and 1925. The progress and development of the Colony and its general prosperity during the 14 years I have been here has, of course, been extremely gratifying to me as well as to the whole community. I have watched the progress of the Colony with the greatest possible interest, and although there is now what I am sure will feel is just a temporary slackening of that development, I feel that if I am able to return to this Colony after a comparatively short time I shall find all the big works that are in contemplation and in progress in full swing again and ample revenue to make provision for them.

I will now deal with the remarks of the senior Unofficial member which have not already been replied to. With regard to the transfer of the junior clerical service, that has been, as was pointed out by your Excellency in addressing the Council, a matter of great convenience. It shows the cost of clerical service in a way which is desirable, and we shall now know how much that particular service is costing us. Last year it was proposed to make this change very shortly before the introduction of the estimates, but I resisted it because I did not see how, in the very short period available, it could possibly be done, although I realised it was a move in the right direction. I do not think there is any great magic in knowing exactly how much it costs in any one department in any particular year. You may have a clerk in one grade one year and in another grade another, and then you may have a successor in a different grade altogether at a lower rate. You cannot say that the clerical service of a particular department will cost a certain sum of money, and that it is necessary to spend that money to get the work done efficiently. If you have a clerk who is particularly good he may work up from \$1,000 or \$1,200 a year to \$3,000, but he may be replaced later on by someone at a lower salary and the whole cost is altered without any reduction in efficiency.

Trade Statistics.

It is a matter for regret that the Statistical Department of the Imports and Exports Office has been for the time being abandoned. I may say—and I think the hon. senior Unofficial member knows—there was no great enthusiasm shown by those for whom the returns were particularly drawn up. I think if you enquire of the Superintendent he will tell you they were not regarded as of very great value and it is very doubtful whether the returns were really correct. They were drawn up on information supplied by ship-owners, and it all looked very nice, and no doubt persons who like to see everything organised to a great extent will think it a great loss that these returns are not now available. Whether they were correct or not we do not know, and the persons who were chiefly concerned did not appear to be particularly interested. The work required a great many clerks at comparatively low salaries, and it could not be done with a less number of clerks than we employed, so that you either had to have the whole of them or none of them.

As regards the Register that of course, will be maintained by the Police and there will be no necessity to show any special sub-departments. An adequate staff will keep that register up to date because the Government and the community realise that it has been valuable, and experience has also shown in what way it can be enlarged in order to add to its usefulness.

Public Works Reductions.

It has been necessary, of course, in view of the economies we hope to effect, to reduce the staff, especially in the Public Works Department, but great care has been taken not to terminate the employment of any officer whose service may be required in the event of certain works being resumed. We have been extremely careful in this. Of course it is regrettable in one way that at the present time we are unable to go on with certain work, especially when new men have been got out from home for certain work. I can assure hon. members that great care has been exercised in going through the establishment not to terminate the employment of any senior officer or European unless it is an absolute waste of money to keep him on.

As regards hawkers' licenses to which the senior Unofficial member and the senior Chinese member referred, I think it is realised that we have to maintain some proportion between the number actually required and who make some sort of a livelihood, and the blocking of streets with hawkers' stalls in crowded places of the city. I have always resisted the attempts of the Captain Superintendent of Police to reduce the number below certain figures and have gone very carefully into his arguments with regard to obstruction. Both the senior Unofficial member and the senior Chinese member can rest assured that this matter of reducing the number of licenses will not be lost sight of unless there is real reason for refusing licenses owing to obstruction. A certain class of hawkers in certain districts will not be reduced below what is absolutely necessary.

Refuse Destructor.

The senior Unofficial member and his colleague referred to the question of refuse destructor. I may say at once that when I came to the Colony I did so with a knowledge of refuse destructor in the Straits Settlements and the Malay States, which led me to think they were wonderful things. I tried to press my views on Sir Henry May, and found him entirely unsympathetic. I felt I was fully in the right and that they should be introduced into this Colony. Since then we have called for reports from various places. As hon. members will remember the acting Colonial Secretary, Mr. Blatch, in the Budget debate of 1923 referred to this matter, and I will read to you his remarks. He said: "The question has been gone into exhaustively on three occasions, first in 1901, again in 1906 when reports were laid on the table in this Council, and again in 1921. On each occasion we asked particulars of Singapore, Penang, Kuala Lumpur and other towns and the replies were most discouraging because of the enormous expense. The capital cost of building runs as high as six and a half dollars per ton of rubbish consumed annually, against our cost of eight cents for all our plant and material. The rubbish is largely of a light vegetable nature and it requires a third of its weight in fuel to consume and leaves a third in slag to be got rid of. The destructor requires complete renewal once every ten years. The question of the disposal of the slag is also a matter of great difficulty. At home it is very much used for road repairs, but here we have a much better and entirely accessible material in granite. Therefore, this slag would have to be carted away. It could be used in reclamations but it would have to be taken there. The nuisance of these collecting stations on the Praya would not be done away with. The town is very narrow, and the destructor would have to be taken along the streets as now. An incinerator must be more or less a nuisance to people in the neighbourhood and I think it would cause much more trouble than finding an occasional cabbage leaf on the pavement."

Later Ferries.

With regard to the question of later hours for ferries and trams, the Western ferry service—not the Star ferry—is run under a contract, and I am perfectly certain that if the successful tenderer found that by running later he would be making more money, he would do it at once. If it is done for the comfort and convenience of those who like to stay out very late at night no doubt special fares could be arranged in order to do so. Two o'clock has been put as a suitable hour, but I really think that people who stay out until that time for certain reasons can pay for a motor launch, to be paid for by the winners (laughter). I have always thought that the trams stop at an early hour, but the same remark applies—those people who wish to stay out late for their own purposes can afford to take a motor car. No doubt these companies can be approached. The Star ferry runs until a quarter to one.

Hon. Mr. Lung: One o'clock. The Colonial Secretary: The lower level Peak tram runs until 12 o'clock. I have always been surprised that the trams on the low level stop at an extraordinary early hour. However, it is a matter for negotiation with the Company.

Government's Leniency.

With regard to land sales and the Building Covenant, the Government recognises that in the circumstances they must be lenient, and where a man is obviously trying to carry out the Building Covenant he is treated leniently. Every case is considered very carefully, and certainly there is no intention of putting on heavy fines or penalties at present unless there is an absolute disregard of the Building Covenant altogether.

The personnel of the Fire Brigade is certainly a rather serious thing. The present remuneration does not seem to attract, and it has been decided to raise it with the view to recruiting more Asiatics. Whether it will be necessary to increase the European officers later will be seen. We have gone into the question of station officers very carefully, and it is not now considered necessary to increase the number. The one reason given for an increase is that the European officer may fall ill. The senior Chinese members of the staff have

shown themselves to be extremely efficient on several occasions. It is very sad to think that the banyan trees in Nathan Road will have to go sometime. It is recognised that when we have the new bus service they will have to go. No one likes seeing them go, but there is no alternative. There are over 200 of them. They will go as soon as we commence strengthening the roads and starting the bus service.

I thank the Unofficial members for their comments, and am glad to feel, speaking for the last time on a Budget debate, that we are all more or less in unity with regard to the future prosperity of the Colony (Applause).

HIS EXCELLENCY'S REPLY.

His Excellency, the Governor: Gentlemen, the Director of Public Works and the Colonial Secretary, in a speech which I may be allowed to describe as a swan song, have dealt with most of the points raised. There are one or two on which I should like to say a few words, prefacing them with the observation that if I had realised earlier that this was the last occasion on which the Colonial Secretary would probably attend a meeting of the Council, I should have forestalled the remarks of the senior Chinese member. I did not realise that the Council between my departure and that of the Colonial Secretary would probably not meet, and I should like at this point to take the opportunity of thanking him for the highly efficient manner in which he has served as Colonial Secretary for some 14 years in this Colony and for the entirely adequate way in which he has taken the place of Governors during temporary absences. (Hear, hear.)

To come to more immediate points. The hon. senior Unofficial member referred to this question of classifying the junior type of servants separately. The Colonial Secretary dealt with one point of view. Mr. Holyoak's point was that under the old system you could see the exact cost of a department. The answer is that you could not. The clerks provided for in the estimates were certainly changed from one department to another. If you will take a figure under a department in the estimates and add to it the figure given in the appendix, you will get very much nearer the truth, the truth in these things being a thing which lies very much at the bottom of a well. I confidently assure members that this change, for which I take entire responsibility, is a useful one.

The Trade Returns.

The hon. member also mentioned the question of the abolition of the statistical department. I, like the hon. member and everybody else, am entirely unable to understand the enormous cost of this department, but it is perfectly obvious that the cost was far more than we were justified in paying for statistics required for the commercial community, who took little interest in them and whose accuracy could not be guaranteed in any way whatever. It may be possible, I understand, by a semi-official agency, to provide statistics equally valuable at a reasonable rate, and that question will be gone into. At the same time there is a matter in connection with this subject to which I am sorry to have to refer. There is no question that the necessity of providing these statistics gave rise to a great amount of abuse. In connection with these statistics, permits were required for exports, and I have it on evidence I cannot reject, that the necessity of applying for these permits was used by clerks of that department for purposes of obtaining what is known as "squeeze." Had I understood this matter before I should have had an investigation made at once, and I shall certainly not consent to the reconstruction of this department without that matter being investigated. I appeal to our Chinese colleagues to ask them to urge their countrymen to bring such cases to the notice of the Government. I am constantly receiving complaints of "squeeze" in the Government service, but no one will ever come forward and actually sign his name to a complaint. I cannot believe that these numerous complaints have no justification, but it is impossible for the Government to take action unless we can obtain clear evidence. I would ask the Chinese members to ask the Chinese Chamber of Commerce to report any such cases at once.

The hon. member referred to the unfortunate postponement or cancellation of the military lands arrangement. The award of Sir

John Oakley dealt only with the amount of money which was to be paid if certain lands in the occupation and possession of the military were taken from them. There was no application from us to have these lands, and no application from the military to leave them. The only question Sir John Oakley was called upon to decide was what was a fair price to pay for the lands.

Port Development.

The hon. member referred to the heavy cost of the Port Development Department. I think that the figures in the estimates do not quite indicate the exact facts of the case, because the heavy personal emoluments and other charges which amount to over \$100,000, look high in comparison with the actual expenditure on port works of \$605,000. I must point out that the work of the Department includes the whole of the Praya East reclamation. There is only a very small proportion of the Government contribution included in the estimates, and this would reduce the percentage of personal emoluments to a very low figure. Then you also have to take into account work in connection with the reclamation at North Point. I should strongly deprecate any suggestion of placing Mr. Partington under the Director of Public Works. We are paying the Port Engineer precisely the same salary we would have to pay to an official ranking as an assistant Director of Public Works, and the staff of clerks and accountants would remain the same. I would remind hon. members that the main reason for the establishment of this Port Development Department was not that we had any doubt of the ability of the Director of Public Works to construct any works on the earth or in the waters, but simply because his time is employed so much on other matters that he thought we were not taking full advantage of his experience and abilities if he was tied down to work which might be done by other people. By relieving the Director of Public Works of the Port Development Department it leaves him at liberty to take more direct control over other matters. I think it would be a retrograde step to abolish the Port Development Department.

The Hon. Mr. Bird's remarks about the Fire Brigade have been dealt with by the Colonial Secretary. Mr. Bird said that if such and such was the case—I regret I did not take a full note of his remarks—our views did not coincide. Well, I am afraid our views do not coincide. (Laughter.)

Farms in New Territories.

With regard to the question of farms in the New Territories, I shall be pleased to learn that there are thousands of acres in the New Territories suitable for extensive cultivation. I can assure him that if he can find those thousands of acres which are not being put to the best possible use we shall be pleased to hear of them. I entirely agree with him as to the desirability of encouraging the inhabitants to grow fruit, vegetables, chickens and so on. Not long ago I endeavoured to interest the Elders of a certain village in these matters, and urged them to endeavour to establish themselves for supplying pigs and chickens, especially for this Colony. I said the Government would be happy to consider any proposals or suggestions which they had to put forward. The Elders listened to me with the customary politeness of Chinese Elders, and since then I have heard no more. I can assure the hon. member that the Government will take a sympathetic view. Owing to the smallness of the area it is not possible to do much, but I have had one or two instances before me in the last few weeks which suggest that something might be done. For instance, Mr. Soares interested me particularly in an excellent banana he is growing successfully, and Mr. Alves has established a flourishing ginger plantation.

Street Names.

With regard to the question of street names, I think last year I encouraged hon. members to the extent of suggesting that street names would be useful, but I do not think we could possibly regard the placing of street names as a necessity. After all this is not such a very large place, and even at times when the trams cease running I think most people know the street they are in. (Laughter.) The exact significance between street names and a geological survey escapes me. I deprecate any suggestion that the money provided for the geological survey should be used for any other purpose.

(Continued on Page 12)

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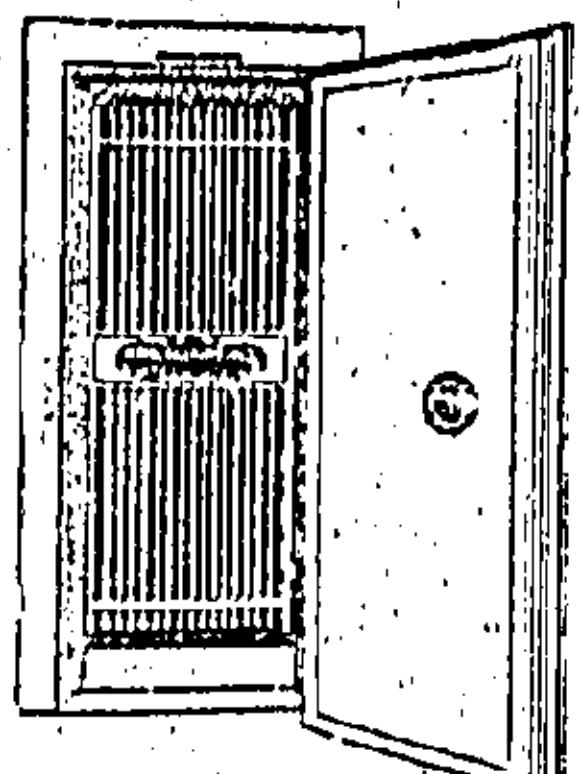
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DEATHS.

SUCKLING.—On October 13, 1925 at Shanghai, Doreen Mary, only daughter of Mr. and Mrs. Percy H. Suckling.

GLEN.—On October 23rd at the French Hospital, James, youngest son of James Glen, East Point Terrace.

The Telegraph.

FRIDAY, OCTOBER 23, 1925.

SHARE ENQUIRY REPORT.

Generally speaking, the report of the Commission which was appointed to enquire into the working of the local stock exchanges, and which report was published yesterday, is a very excellent one and a document upon which the members of the Commission can, very genuinely, be complimented. The existing arrangements and the causes which led up to the disastrous "slump" which brought about the Commission's appointment, are fairly and accurately stated, and there is a very courageous use of critical language when dealing with the imperfections of the present system and the lack of strict control over their members by the various Exchanges. As there is no minority report, it must be assumed that the broker members of the Commission agreed with the censures passed, and so, in effect at least, the brokers of the Colony have adopted the attitude of a penitent defendant, have confessed to the errors of past ways and have nodded approval to advice offered. The Commission's attitude is one of stern admonishment and mild threat, for it says to the three Exchanges: "If you don't behave properly in future, and if you don't clean yourselves up a bit, the Government might have to pass legislation which will compel you to do certain things." And, we do not see how the Commission could have said very much more or less. Brokers now know what the Commission thinks of past methods—and it is isn't anything very high. Here we come on the crux of the whole matter—the laxity with which the Exchanges have been conducted and the absence of effective control over their various members. A higher opinion of their calling and a stricter insistence on the worthiness, morality and commercial probity of themselves and fellow brokers are the first things necessary to a re-

organisation of the brokers on the Hongkong share market. There are many brokers and their authorised clerks here for whom we have nothing but respect because we know they are honest and genuine, but there are many others—men of straw and of no reputation—whose presence and operations on the market lower it to the level of a dishonourable gaming house. Unsound brokers, unsound clients, non-effective rules—these are the main causes of Ice House Street's sorrows.

The recommendations of the Commission will generally be viewed as sound. Avoid legislation if possible and remedy present defects, seems to sum them up. These have already been published in full and are now well-known, but it should be kept well in mind, objections notwithstanding, that the most important recommendation is that dealing with the limitation of forward business to those who can deposit a reasonable percentage of the cost of the shares they are either buying or selling for dates ahead. If we assume that the Exchanges do reorganise, that they exercise scrutiny over brokers and that everything else is placed on a stricter and better basis, we still come down at last to the ability of clients to honour forward contracts if the market goes against them. If the Exchanges seriously shy off this point of a margin deposit they will defeat the object of the Commission—the improvement of the share transaction business—and will have little room to object to legislative control. Speaking generally, the recommendations in the report might well form the basis of that voluntary reorganisation which we are all now expecting.

Women in Sport.

There was a time and it was not so very long ago, when the presence of the weaker sex in what were termed manly sports was practically unknown. Lawn tennis was the most strenuous of ordinary outdoor pastimes in which women indulged, and in this preceded golf. Such fixtures as a cricket match between ladies and gentlemen—the latter heavily handicapped—were looked upon in every case as a humorous relaxation. Within the last decade the greatest advance made by women in athletic sports has been witnessed. Hockey established itself firmly in their favour a good many years ago, but it needed the advent of "mannishness"—shall we say also the smoking of cigarettes and consumption of cocktails—to find such seeming anomalies as women's football teams and occasional women pugilists. On reading through history we observe that the gentler sex has not always been gentle, the Amazons being a case in point. Petticoated pirates have vied with their male confederates, and the world's famous battlefields have not lacked a feminine connection. So perhaps we should not wonder at woman's ability to challenge male supremacy in the field of sport as well. Opinion is still divided as to the wisdom of strenuous athletics for the fair sex, but that we can leave to the doctors and headmistresses to discuss. The news of the forthcoming visit to the Far East by a team of American girl baseballers reminds us of another branch of athletics which is no longer man's preserve. It is, at any rate, a game less opposed to the old-fashioned proprieties than football, and one in which women are not so heavily handicapped in the matter of weak muscle. It is a tour bound to attract the greatest of interest, and perhaps, who knows, we

M. C. L. FETE.

CONCERT ATTRACTIONS.

We are pleased to be able to announce that arrangements have been made with the Imperial Concert Party to produce in their programme at Government House to-morrow evening at 6 p.m. for the concert at the conclusion of the M.C.L. fete, the latest American fox-trot "Footloose."

The grounds at Government House to-day were very animated, as side shows, helter skelters, joy wheels, etc., were being constructed, and all that is wanted now is fine weather to ensure a good day.

We should like again to draw our readers' attention to the two special attractions awaiting them in the banquet hall in the evening. At 4.30 p.m., Miss Violet Capell, with her pupils, will give a series of dances, and at 8 o'clock, the Imperial Concert Party will take the stage. The troupe will feature Mrs. Lawrence, Mrs. Fleming, Misses Gaubert and Finlay, and Messrs Bert Burrows, Vic Blundell, W. Fleming, and H. Vincer.

In three numbers, the Misses Audrey Steele, Doreen Smith, and Irene Deacon will act as a chorus for Mr. Bert Burrows, these juvenile artists having already given a good account of themselves before, with this popular artist. We wish the M.C.L. Committee every success in their efforts.

might later observe the American girls' example followed by their sisters of Cathay.

The Budget Debate.

The Government spokesmen at yesterday's debate on the Budget proposals experienced no great difficulty in replying to such criticisms as were offered by the unofficial members. This was so, very largely, because there was little divergence of viewpoint on the general policy of retrenchment which the Government has deemed wise to follow in the immediate future. Most of the points raised by the unofficials had previously been covered by newspaper comment, and this also was a factor which made relatively easy the official task of replying to the opinions expressed. One satisfactory point which emerges from the debate is that this Colony is under no obligation to take back the military lands at the figure mentioned in the Oakley Award. The general impression hitherto prevailing has been that by agreeing to the terms of the award—under protest, admittedly—the Colony has definitely concluded the bargain, though, in view of the price stipulated, "bargain" is scarcely the correct term from our standpoint. It now appears that the sum named in the award is to be regarded merely as the price at which the War Department will surrender the lands if and when we wish to secure them. In view of the fact that the figure was largely based on "boom" prices, it is to be hoped that some effort will later be made to revise the terms. We still think that it would be a thousand pities to let the whole issue stand over indefinitely, because the time will come when there will be a call for this problem to be again faced, and it is therefore best that the preliminaries be disposed of within a reasonable period of time. We will hold over for the moment any comment on other aspects of the debate, excepting to express our surprise that no mention whatever was made of our railway and of the sums due to this Colony under the working agreement between the two sections.

DAY BY DAY.

THIS SKILL, NOT STRENGTH, THAT GOVERNETH A SHIP.—*Italian proverb.*

The opening rate of the dollar on demand to-day is 2s. 5.5/16d.

H.M.S. Hawkins, the flagship of the China Station, returned yesterday morning.

The health return for yesterday shows one American case of diphtheria (imported).

Playing in the Water Polo League yesterday evening H. M. S. Hermes defeated H. M. S. Ambrose by two goals to nil.

Miss Pik Wen-ha is to present "A Dancing Scene in Fairy Land" at the Taiping Theatre at 8 o'clock to-night.

Four boatpeople were severely fined \$15, or fifteen days, at the Marine Court this morning, for failing to carry regulation lights whilst under way.

Professor Danenberg and his eight-year-old son, who gave some successful piano recitals in Japan and Shanghai recently, returned to the Colony by the Fushimi Maru.

Forty of the sixty-eight vessels in Harbour this morning are British. During the twenty-four hours ending at 9 a.m. to-day, the arrivals numbered eleven (four British) and the clearances six (one British).

The s.s. Kaying, which arrived from Hoihow yesterday, reports having sighted off the Great Ladrone, a waterlogged derelict junk, with no masts and its side stove in, constituting a danger to navigation.

A successful dance organised by the Kowloon British School Former Pupils' Association was held at the Central British School last night, the dance commencing at 8 o'clock and continuing until a late hour.

A Chinese passenger on a Kowloon bus was injured when he attempted to alight from the vehicle before it and come to a stop, at the junction of Coronation Road and Mongkok Road yesterday. The man was removed to the Kwong Wah Hospital suffering from concussion of the brain, and his condition is regarded as serious.

An interview granted early this month to a foreign correspondent by Marshal Fong Yuh-shiang, in which there was much display of a Spartan-like form of Christianity, and many diplomatic predictions were made, is somewhat discounted now by the concluding paragraph:—"In response to an inquiry, the Marshal assured me there would be no internal war within six months, and possibly not then."

The *Canton Gazette* of the 20th inst. says:—Yeung Kum-wing, manager of the Yuk Cheung Company, yesterday submitted a petition to the Department of Commerce stating that 1,600 packages of sugar, 400 packages of fertilizer, 321 casks of cement and 400 tons of coal, which were en route to Canton from Keelung, Formosa, were seized by the pickets at the West Bund. He requested the Department of Commerce to inform the Strike Committee to release the goods. It is reported that the Strike Committee has been instructed to do so.

A very large company attended the dance given by the local branch of the R.A.O.B. in the R.N. Canteen Theatre last evening. The decorations and lighting effects were well carried out, and the jazz band of H.M.S. Tamar supplied excellent music. The occasion was a regular one, representatives of the three Hongkong lodges of the R.A.O.B. attending. The gentlemen responsible for most of the arrangements were Messrs. A. E. Murphy, J. Oxberry, E. W. Pook, A. E. Pillage, C. W. Bowick and J. Mainwaring, the duties of M.C. being performed by Mr. Bowick.

LOCAL HOCKEY.

The Club team against the Navy at the U.S.R.C. to-day is as follows:—A. J. Frank, J. Wedlake, C. L. R. Becker, A. A. Dand, L. A. H. Duncan, A. L. Hatt, A. S. Excell, T. P. Sanderson, Rev. E. L. Martin, D. Lyon and L. H. Kearne (Capt.).

NEW AERONAUTICS.

PLANE WITHOUT A PROPELLER.

Surprisingly good results are being obtained by a French inventor towards the construction of a fast aeroplane which will dispense with propeller and rely for propulsion upon a discharge of highly-compressed gas.

Such a system of "jet propulsion," it is claimed, will enable a small machine, carry a single occupant, to attain a speed impossible with any other method.

Arduous research in French laboratories has eliminated many defects which formerly held up the scheme, and the next step is for a pilot to test one of these machines in the air.

Whereas new racing planes with ordinary engines and propellers are expected to attain 300 miles an hour, one of these new gas-propelled machines should be able to touch a maximum of 370 or 380 miles an hour.

In the improved mechanism a powerful fan, after being generated and passed into a "compressor," is shot out at the back of the machine through three specially designed nozzles. This gas, striking on the air, sends the machine forward.

The inventor has received State assistance, as the French authorities believe that one of these rapid "rocket-planes" would prove an extraordinarily formidable machine for attacking large hostile raiding craft.

CONTINENTS MOVING.

WHAT GEOLOGISTS ASSERT.

A number of eminent European geologists have announced their belief that the continents as a whole slowly shift their positions upon the face of the earth with the passing of years.

They say that this shift in the past was responsible for the formation of such great mountain chains as the Alps.

The continents drifting into each other, they say, pushed up the mountain ranges just as pushing a table cloth causes it to wrinkle up into ridges.

This shift, they say further, is still going on.

Not all geologists, however, agree with this view.

Accordingly, plans have been made by the International Geophysical Union to test the theory.

A network of radio stations extending right around the whole world is to be employed to check each other's time signals.

Since difference in time is directly the result of different longitude, this will give the geologists an unusually accurate determination of the longitudes of the different stations.

Then at a future date the process will be repeated again. If there has been any shift in any of the continents meanwhile, this second determination of longitudes will reveal it.

CHINESE JADE.

SOUTH AFRICAN RIVAL.

With regard to South African jade, recently mentioned, we are informed that much of the jade so far mined in the Transvaal has been of the translucent variety, comments a London paper. Pink jade has also been found in fairly thick workings. This class has not been available to any appreciable extent for 200 years, but a necklace of pure pink jade can be seen in the South African Pavilion at Wembley. It is priced at 450 guineas! Other colours exhibited are gray, purple, green, deep rose and flesh pink. At present the jade is being mined by a private company, the head of which is the chairman of the De Beers and Premier Diamond Mines, but the Government think so highly of the enterprise that they intend importing a number of expert Chinese carvers to work it. The jade mines are in the North-West Transvaal, but the workings are not very extensive as yet.

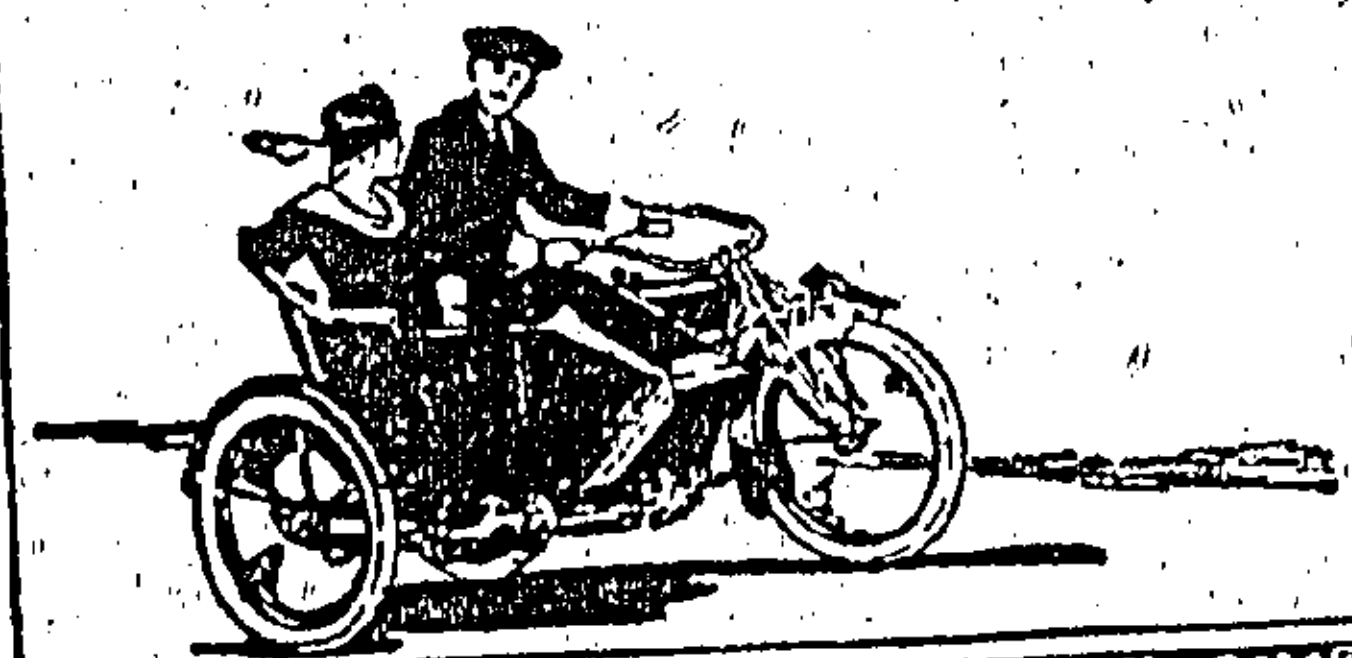
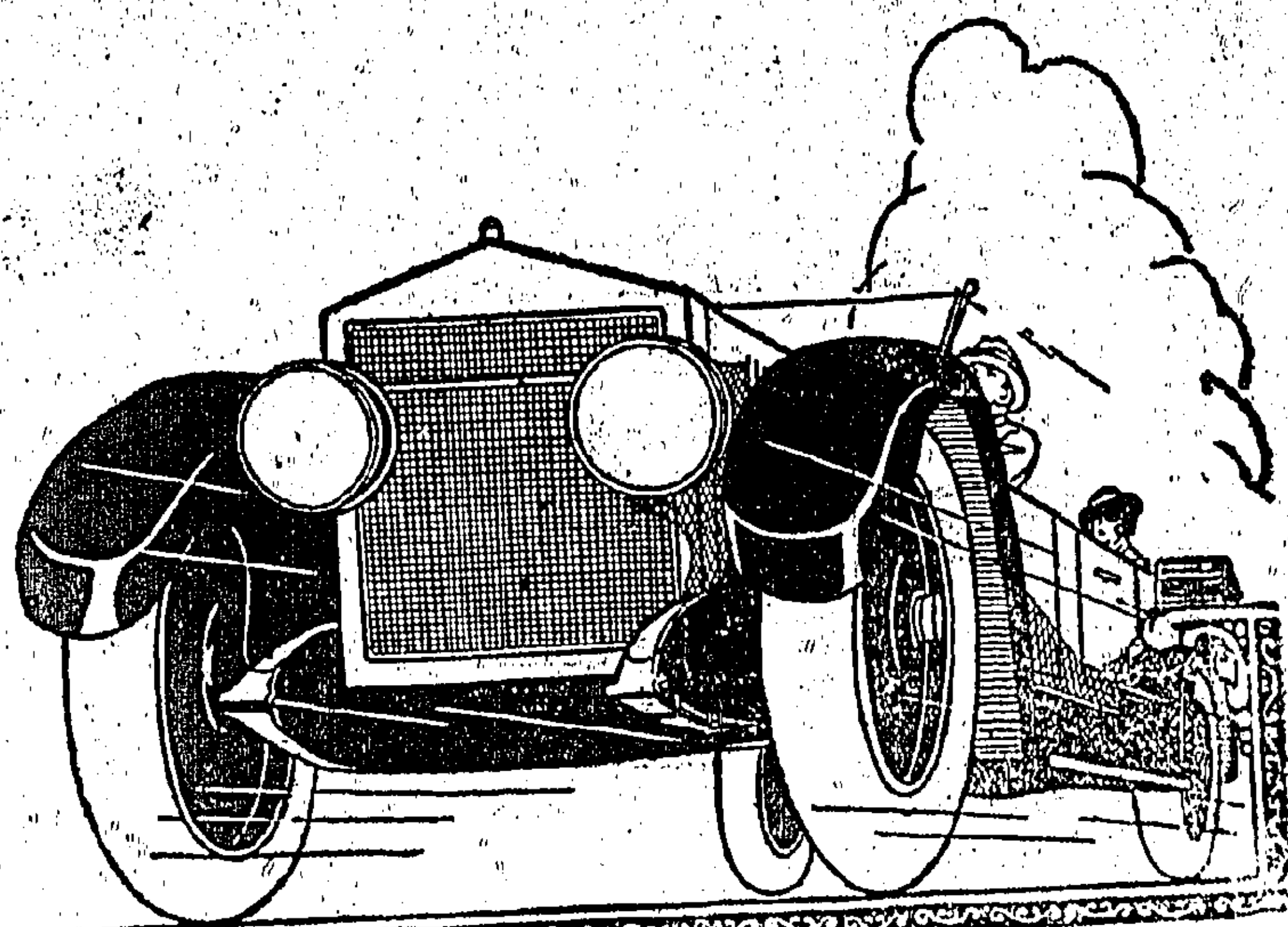
Another point of interest is that the South African jade is cheaper than the so-called Chinese product, and experts say that it compares very favourably. Though jade is no longer a real product of China, most of it emanating, we understand, from Burma, the Chinese workers in jade have virtually monopolised the world's markets, and it will be interesting to learn, as time goes on, how far the South African discovery will affect a peculiarly Chinese business in which there has been hitherto a vast turnover.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 24th. October. 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Dangerous Corners.

Very gratifying progress has been made with the widening of the bridges on the road from Castle Peak to Fanling, and before many more weeks are passed the work ought to be completed. The improvement of the worse corners on the road from the Shatin reservoir down to the village is proceeding but very slowly; only a small gang being employed. Some of the corners are still extremely bad, the sudden turn to the right over a small bridge the railings of which protrude into the narrow roadway being particularly difficult to negotiate. The expenditure for this road improvement has been approved and is outside the Government's economy scheme. So, why cannot the work be hastened up a little?

Motor Car Ferries.

Everybody is agreed that the motor vehicle ferry across the harbour is by no means what it might be but that, as it doubtless doesn't pay, the "Star" Ferry Company cannot very well be grumbled at. The cost, time and nature of motor transport, across the harbour here is, at the moment, out of proper proportion but until the Government gives us that wonderfully fine scheme (on paper) prepared by the Port Development Engineer by which we shall be able to drive a motor car straight on a fast passenger-vehicular ferry for Hongkong, we shall possibly have to put up with something like we have now. Without wishing to grumble unduly, one or two motorists have suggested to us that it would be a reasonable thing if the present motor ferry left Kowloon on Sundays at seven o'clock instead of at 6.30 p.m. as now. It is pointed out that, with the return of golfers to Fanling, there will be quite a number of cars taken over to the New Territories every Sunday during the bright cool weather and that to leave Fanling and hurry back to Kowloon in time to get one's car at Jordan Road by 6.30 is cutting matters too fine. An extra half-hour would make all the difference it is said, especially seeing that 7 p.m. is not a late hour. Of course there may be others who prefer the 6.30 time because of getting cars back to Kowloon on the return journey.

Garden Road

The widening of Garden Road will render this thoroughfare much safer for both vehicle and pedestrian traffic, and will be one of the most necessary and welcome improvements of the year. We are glad to learn that the original proposal for a 3' 6" footpath has been turned down in favour of a wider path. The original intention was no doubt based on the desire to give as much room as possible to traffic, on account of the large number of vehicles which use this road, but such a narrow footway would have been extremely dangerous, in that pedestrians would have frequently had to step on to the road in order to pass other people comfortably. It would be quite a good idea if notices were erected when the work is complete, requesting pedestrians to "Please keep to the Footpath," otherwise there is to be the same pedestrian congestion on the road whenever a Peak tram discharges its passengers. The amount of traffic almost warrants a rail dividing the path from the road.

New Arrivals

An advertisement appearing in this supplement draws attention to the arrival of the new Harley-Davidson single cylinder (light-weight) machines. For those who desire a light, and yet powerful machine, these "excellent" little mounts offer good value. The larger "Big Twin" type is of course, very popular, and the latest 1925 models are now in stock at the Gascon Motor Co., Kowloon. Mr. Gascon informs us that he is organising Sunday motor cycles runs, and already, the first few of these have proved popular. Any motor cyclist is welcome to join in, there being no necessity for him to be a "Harley" owner. Those interested should telephone Mr. Gascon for particulars.

Why the Delay

Over a month ago, in these columns, we referred to the seemingly inordinate delay in granting the rights of running a motor bus service between Laichikok and Un, Loong. We then stated that a certain number of tenders had already been sent in, but that for some reason the matter had not gone beyond that point. The situation is still in a more or less indecisive state, it would appear, and there is a prospect of even further delay, for it is now officially notified that tenders do not close until December 21st next. If the facts are as they have been put to us, there would appear little justification for all this delay, because we are told that details were months ago supplied to certain prospective tenderers of the type of buses, etc., needed for the service. Why two more months should be wasted on the matter we do not know. There is great need for a better service of vehicles on this route, as many of those at present in service can only be described as ramshackle contrivances which ought not to be permitted on the roads.

Cause Of Accidents.

A few days ago we were reading of the experiences of an American motorist who drove from Cleveland to Buffalo. The roads were very crowded, and in the course of the 200-mile trip the motorist counted sixteen smashed cars. Nearly all the accidents, apparently, were caused by "road hogs" who tried to pass other cars on curves at the top of a hill or at

points where traffic going in the other direction prevented. As a result, the cars of people who were driving carefully were forced into the ditch or smashed. There can be nothing but the strongest criticism of motorists who are so careless of the rights and safety of others as those who were responsible for these smash-ups. There is no justification for reckless motoring, and especially reprehensible is the practice of some motorists who feel that they must pass anything they see on the road. Some conduct only brings unwarranted criticisms on the heads of motorists in general. One point mentioned by the motorist who did this particular trip was that during the entire run he failed to see one motor cycle patrol officer on the road. Commenting on the matter, he stated that patrolling will not, of course, prevent all accidents, but he added there was nothing more likely to make a motorist drive sensibly than the knowledge that patrol officers are on the look-out for offenders. Which is as true of Hongkong as it is of the States.

The Growth of Motoring.

The rapid growth of motoring in the United States is disclosed by the fact that there are now more than fifteen million cars in use in that country, and the number is increasing by thousands every week. Moreover, the motor industry in one form or another pays taxes totalling no less a sum than \$500,000,000 a year. These are stupendous figures, the real meaning of which it is almost impossible to visualise. One result of these developments is that the old roads are being found incapable of standing the strain now placed upon them. Paving that will stand up under pounding processes that were not even imagined ten years ago has now become necessary. In some cities, ten-year bonds have been issued to cover the cost of road paving, but within three years the streets have worn out, with seven more years' paying to be done. Another fact which has become apparent is, that road widths that were adequate in the past are no longer so. These and other circumstances show, that motors have come to stay, and the city or district which fails to provide adequate space for them to move about in, is eventually going to suffer.

COURTESY PREVENTS ACCIDENTS

WANTED ON THE PEAK.



To reach a fire before it has time to get a good start is the ideal of all fire departments, and in communities where access is difficult, the need of getting to the blaze while it is still incipient is great. The motor cycle offers fire fighters quick service over any roads, even where only winding paths lead to the burning building. Such appliances should most certainly be provided on the Peak, while they would also prove invaluable in traversing some of our narrow streets in the thickly populated native districts.

THE PLAIN MAN AND HIS CAR.

II.—THE POWER UNIT.

(By P. W. F. MILLS.)

The power unit usually found on cars is an internal combustion engine deriving its force from the explosion in its cylinders of a gas composed roughly of seventeen parts by weight of air to one of petrol. The whole of the power unit is usually situated at the forward end of the car and contained in a space bounded at the rear by the dashboard and in front by the radiator. This space is covered by hinged flaps known as the "bonnet," and the entire power unit mechanism may usually be observed upon raising the bonnet coverings.

Before the mechanism displayed when the bonnet coverings have been raised can be understood it is necessary to know that the engine depends for its successful running upon the maintenance of four "systems."

- (1) the fuel supply system, the term fuel applying to the gas referred to above,
- (2) the valve system, which permits unburnt fuel to enter the cylinders and burnt fuel to leave them,
- (3) the ignition system, which ensures that the fuel is burnt at the correct instant; and
- (4) the cooling system, which prevents temperatures in the engine from reaching a point at which the efficiency of the various parts would drop greatly.

The complete failure of systems (1) to (3) entails stoppage of the engine, but the failure of system (4) would make itself felt only after a time, and with certain precautions and under favourable conditions it might be possible to continue use of the engine. It is not possible to consider the valve system as separate from the engine itself, but the remaining three systems are all maintained by means of accessory units which are often proprietary articles purchased by the manufacturer of the engine from specialist manufacturers. They are known as the carburettor, the magneto and the radiator, to use the order of their respective systems, and they merit separate description, so that for the purpose of explaining the working of the engine their functions will be taken for granted.

The necessity of having it clear in one's mind that the engine is running only by the correct functioning of these systems is shown by the form generally taken by a brief description of the features of a particular type of engine. Such a common form of description, for example, as "15.9 h.p., four-cylinder, water cooled, with overhead valves and magneto ignition" at once gives information which will enable an opinion on the suitability of the engine for a given purpose to be formed. The only particulars which do not directly refer to the systems explained above are the size and the number of cylinders of the engine in question.

THE ENGINE IN GENERAL.

With the broad principle upon which the engine works quite clear it is possible to pick out the main items of mechanism to be found under the bonnet coverings and identify them in relation to their share in the work of transmitting a rotary motion to the car road wheels. The first thing observable is an imposing mass of metal shaped roughly as a small long casing supported by tubular castings on a larger casing. This larger casing is the CRANKCASE, and inside it run,

along its entire length, the CRANKSHAFT, which is the shaft upon which, through the medium of the PISTONS and CONNECTING RODS, the force of the explosions are exerted, and a smaller shaft, the CAM-SHAFT, upon which are mounted the CAMS which lift the VALVES from their seatings. Both these shafts are hidden from view by the crankcase. The tubular castings bolted to the top of the crankcase are the CYLINDERS, and they are frequently cast in "monobloc" form, i.e. with all the cylinders bored in one large casting. The pistons already mentioned, which are shaped like cups and are practically the same in diameter as the "bore" of the cylinders, slide up and down in the latter, the pressure of the gas when burnt driving them downwards with great force. This downward force is transmitted to the crankshaft and imparts a rotary motion to it through the medium of the connecting rods, this method of converting the linear motion of a piston into rotary motion of a crankshaft being, no doubt, familiar to any one who has observed the action of a railway locomotive with "motion gear" outside the frames. The smaller casing at the top of the cylinders consists of the COMBUSTION SPACES and the VALVE CHAMBERS. The combustion spaces are the spaces remaining at the top of the cylinders when the pistons are at the top of their strokes, and the valve chambers, which communicate directly with the combustion spaces, are the chambers with which the "inlet" and "exhaust" pipes are permitted to communicate when the valves belonging to them are opened by the movement of the camshaft. The upper portion of both valve chambers and combustion spaces are often arranged to be removable after holding down bolts have been withdrawn, and upon removal of this portion, which may be regarded as the lid of the casing, it will be seen that the whole of the casing consists of a box with large holes in the bottom (the cylinder barrels) running the length of the engine and, parallel with these large holes, much smaller holes, two to each cylinder hole, closed by circular "covers" which are in fact the tops of the valves. If these valves are opened one by one by slowly "turning" the crankshaft through the starting handle, and the spaces disclosed beneath them as they open examined, it will be found that one valve to each cylinder controls communication to the valve chamber from the "inlet" pipe and the other performs the same function for the "exhaust" pipe. The valves, which will then be seen to be of "mushroom" shape with circular bevelled "heads" and long "stems," are lifted from their seatings, which are also bevelled to allow a good joint with the valve "faces" by the cams. These are pear-shaped pieces of hardened metal mounted on the camshaft, and as the latter rotates the cams are forced under the lower ends of rods known as TAPPETS which serve to transmit the lifting motion so secured to the stems of the valves. After passage of the cam from under the foot of the tappet the valves are returned to their seatings by strong coil springs. The camshaft is driven by the crankshaft, and thus the position of the valves depends entirely

upon the position of the pistons in the cylinders.

THE "CYCLE OF OPERATIONS."

In the course of an hour's running at 2000 revolutions per minute an engine crankshaft makes 120,000 revolutions, and as one revolution of the crankshaft is the result of one upward and one downward stroke of each piston in the engine all pistons will make 240,000 strokes in this period. But not all these will be "power" strokes, strokes, that is, during which the piston has been exerting pressure on the crankshaft. Just one in every four strokes will be "power" strokes; the remainder will be strokes which the momentum stored in the engine flywheel during the "power" strokes exerts a force on the crankshaft that is transmitted through the connecting rods to the pistons and causes the latter to move up and down in the cylinders.

The time occupied in the making of the four strokes by each piston (which is the same thing as the time occupied by the engine crankshaft in making two revolutions) is known as the CYCLE OF OPERATIONS, because four strokes of the piston are necessary for the carrying out in each cylinder of the operations required for running of the engine.

Consider, then, what happens in an engine about to be started. When the three systems maintained by accessory units, fuel

supply, ignition and cooling, have been set ready to function the crankshaft is rotated by means of the starting handle or starting motor, as the case may be. For the present it will be less confusing to consider what happens in one cylinder only.

Sooner or later rotation of the crankshaft will bring the moving parts of the engine into a position in which the piston is at the top of its stroke but about to descend in the cylinder. If the "timing" of the valve system is correct one valve, the INLET VALVE, will be about to lift and put the cylinder into communication with the carburettor. As the crankshaft further rotates and the piston descends the valve opens and explosive mixture from the carburettor is sucked into the cylinder by the pumping action of the piston. When the piston reaches the bottom of its stroke and is about to ascend the valve closes, the position being that the cylinder is full of explosive mixture and cut off from all communication with the rest of the engine. The downward stroke of the piston described is known as the INLET STROKE.

As the piston rises in the cylinder on the next stroke the explosive mixture, having no means of escape, is compressed to a degree which not only raises its temperature but also makes it more readily ignited. A gas composed of petrol vapour and air, even in perfect proportions, is not

(Continued on page 2.)



Mobiloil

Make the chart your guide

The price we ask for Gargyle Mobiloil is not an arbitrary charge for something that costs nothing extra to create but, on the contrary, it is a charge to cover the added cost of making the lubricant good enough to deliver the type of service which will live up to the buyer's highest expectations.

Poor quality lubricating oil may be purchased at the same price charged for Gargyle Mobiloil. The use of the word CHEAP frequently implies CHEAP IN PRICE TO BUY. Inasmuch as we have often referred to CHEAP oil meaning CHEAP IN TERMS OF QUALITY—we mean that sometimes oils heretofore sold at cheaper prices than we charge for the various grades of Gargyle Mobiloil are not retailed at the same prices; thus making it difficult for motorists to discriminate.

Cheapness in quality penalizes not only one's satisfaction, but from an investment standpoint of view, it is extremely expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a QUALITY product. The very purpose of QUALITY is to give the utmost service, delivered in a manner that makes it a pleasure to use QUALITY and enable this type of service to continue over the longest possible period.

That is why Gargyle Mobiloil gives one sweet memories of the day of purchase; why it brings customers back for more; why it makes loyal friends and boosters; why it enables the Vacuum Oil Company to build up a reputation that is recognised and accepted by people as standing for the best to be had.

Make our Recommendation Chart your Guide when purchasing your next apply of lubrication oil.

VACUUM OIL CO.

HONGKONG.

GRAHAM BROTHERS TRUCKS

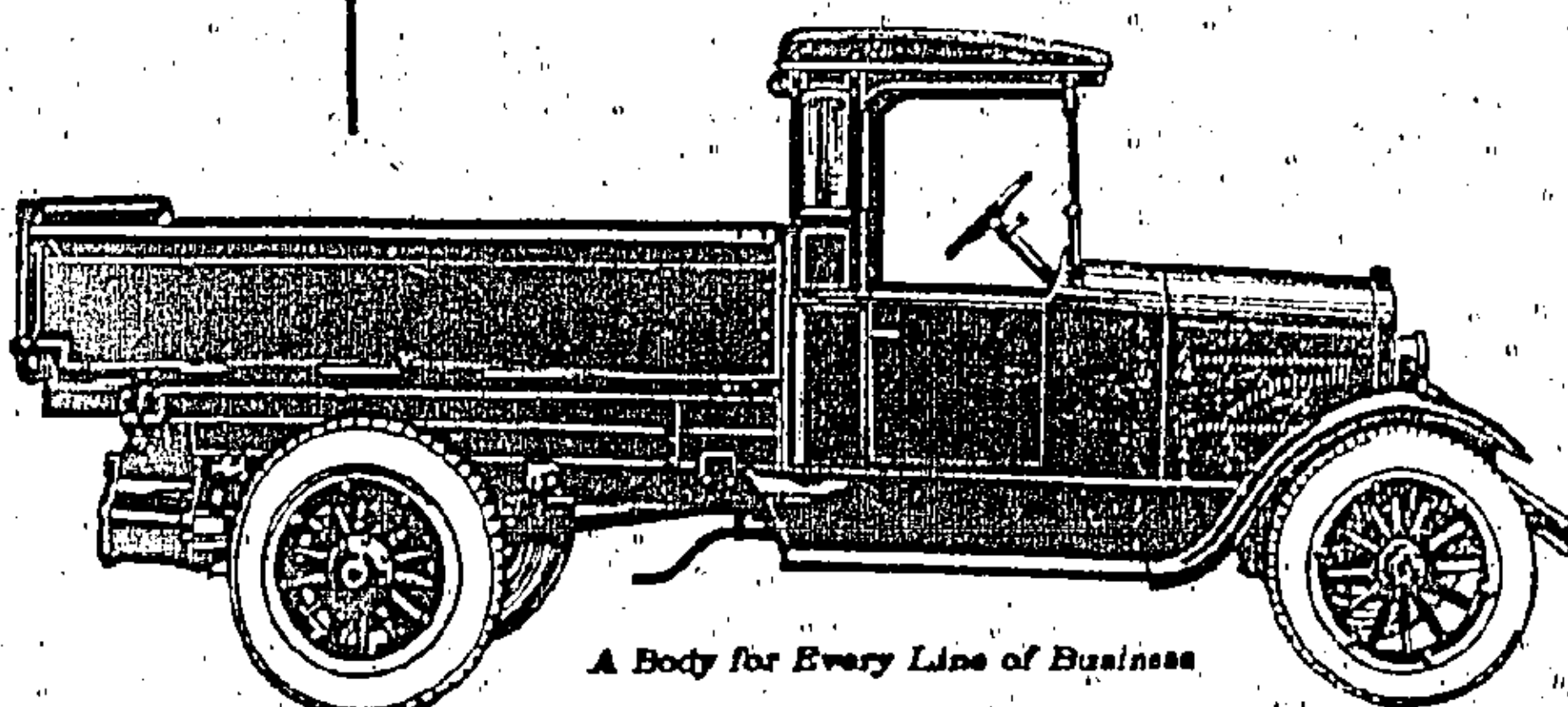


SOLD BY DODGE BROTHERS DEALERS EVERYWHERE

The ability to insure owners of immediate service at all times is an asset of tremendous importance to truck manufacturers.

In this respect Graham Brothers have an obvious advantage, marketing, as they do, through Dodge Brothers vast and reputable dealer organization.

1-TON CHASSIS:	U. S. CY.
BB 130" W. B.	\$ 5 995
1½-TON CHASSIS:	
CB 140" W. B.	\$1,280
CB 150" W. B.	\$1,330
CBW 140" W. B.	\$1,345
LBW 150" W. B.	\$1,395
PASSENGER BUS CHASSIS:	
VB 150" W. B.	\$1,600



A Body for Every Line of Business

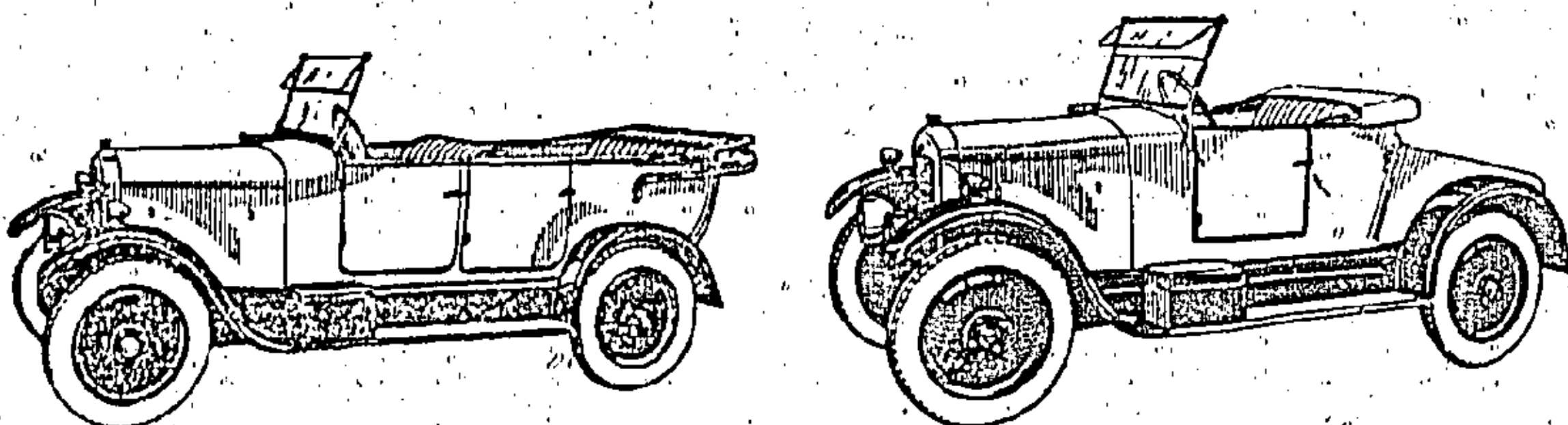
THE DRAGON MOTOR CAR CO., LTD.
33, WONG NEI CHUNG ROAD HAPPY VALLEY.

1926

SINGER

1926

ANNOUNCEMENT



Unless you are one of a very small minority of Hongkong residents, it is probable that, in existing circumstances, you cannot afford expensive motoring, and even if you are among that fortunate minority, you would still like to reduce your motoring expenses by seventy five per cent. The way is open to you by becoming a "SINGER" owner driver, which will cost you a quarter of your big car upkeep and take you and your friends everywhere the big car can, with equal ease and comfort and with the added satisfaction of handling the car yourself. The Singer is designed for the latter purpose and simplicity and accessibility form its keynote. If you are under the impression that a light car is uncomfortable or ill suited to this country, we shall welcome the opportunity of disillusioning you by practical demonstration. You may accept this, but still ask WHY particularly a "Singer"? We reply for the same reason that the South Kensington Museum are exhibiting a "SINGER" chassis as representative of all that is best in BRITISH light car engineering, and again for the same reason that local SINGER owners (and their number is increasing rapidly) are unanimous in expressing their complete satisfaction with their cars. One of them recently volunteered the information that he was averaging 38 miles to the gallon. Do you appreciate the economy implied by this? If you want additional reasons, we would ask you to consider the advantages offered by overhead valve mechanism (pressure lubricated), pneumatic upholstery with solid leather covers (riding on air)—these in addition to all the usual modern refinements, such as re-inforced balloon tyres (Dunlop), four wheel brakes, all weather equipment etc. The first batch of 1926 "SINGER" models is now on route for HONGKONG and we know that, if you become a Singer owner, you will be satisfied. OUR INTEREST IN YOUR CAR DOES NOT CEASE UPON PURCHASE, AND WE MAKE IT OUR BUSINESS TO SEE THAT YOU CONTINUE SATISFIED. To ensure early delivery of a 1926 SINGER, place your order now. PRICES FOR EITHER TWO OR FOUR SEATER "DE LUXE" MODELS delivered HONGKONG \$2,200. Particulars of the new six cylinder 14/34 H.P. saloon model will be announced later.

FOR DEMONSTRATION AND FULL SPECIFICATION
GILMAN & CO., LTD. HONGKONG BANK BUILDING.

THE PLAIN MAN AND HIS CAR.

(Continued from page 1.)

easily exploded at atmospheric pressure, and the stroke described, which is necessary in any case owing to the piston having to be brought to the top of its stroke before the explosion can have any useful effect, serves to compress the "mixture" into a comparatively small space before it is ignited. During this stroke, which is known as the COMPRESSION STROKE, both valves are closed.

As the crankshaft continues its rotation and the piston is about to descend again a spark is made to pass across the "points" of the sparking plug, which is screwed into the top of the cylinder, and the mixture explodes driving the piston before it with great force. The downward stroke which results is known as the EXPLOSION STROKE.

As the piston commences to rise once more at the conclusion of the Explosion Stroke the valve putting the cylinder into communication with the pipe leading the burnt gases away to the SILENCER is lifted from its seat, and the ascending piston, by a pumping action exactly the reverse of that caused on the Inlet Stroke, sweeps the burnt or "exhaust" gases out of the cylinder. This last stroke in the cycle is the EXHAUST STROKE.

As summing up the nature of the four strokes and the positions of the parts of the engine during them the following table will be useful:

PISTON	INLET VALVE	EXHAUST VALVE	IGNITION	SPARK
moving downwards	open	closed	closed	closed
" "	" "	" "	" "	" "
" "	" "	" "	" "	" "
" "	" "	" "	" "	" "
" "	" "	" "	" "	" "
" "	" "	" "	" "	" "
" "	" "	" "	" "	" "

As the valves require to open only once in every two revolutions of the crankshaft the camshaft need revolve at only half-crankshaft speed, and it is sometimes referred to by mechanics as the "half-speed" or "two-to-one" shaft. Another name occasionally given to it is that of "secondary shaft," but all these names are based upon the fact that the shaft runs at half "engine" speed, a fact which it is most useful for a designer to remember when planning drive for auxiliary units, and for ordinary purposes the term "camshaft" is much the best. The drive from crankshaft to camshaft is always a "positive" one, i.e. by means of gearing or a chain, and it is only necessary to "time" this drive correctly in the first place for the operation of the valve gear to continue in its proper relationship to the movement of the pistons throughout the life of the engine.

The process described above may have to be made to take place several times before the engine starts, but however many times the crankshaft rotates before and after starting the sequence of strokes as set out will continue, and the sequence goes under the name of the Cycle of Operations. There are other possible arrangements of the processes of Inlet, Compression, Explosion and Exhaust, but they will not be treated in these articles because it is most unusual to find petrol driven cars with an engine not employing the "four-stroke" or Otto cycle just described.

MULTI-CYLINDER ARRANGEMENTS.

The single-cylinder petrol engine is extremely common in small sizes, as required for motor cycles, but it is a long time since this type of engine made way for more advanced types in car practice. Apart from the fact that it is impracticable to increase the capacity of a single cylinder, above certain limits the great drawback to single cylinder en-

gines is the absolute impossibility of perfect dynamic balance and the uneven turning effort (torque) unless a comparatively enormous flywheel is used. For these reasons it very early became standard practice to fit multi-cylinder engines in cars, and the engine which has most nearly fulfilled requirements of good balance, good torque, compactness and cheapness is the four-cylinder type, with the result that the number of cars fitted with this type of engine is as great as that of all the other types taken together. Something may be said later of the merits of the alternative types of cylinder arrangement, but at present the four-cylinder type only will be considered.

The cylinders of a multi-cylinder engine are numbered from the radiator to the dashboard. Thus the cylinder nearest the radiator in a four-cylinder engine is Number 1 and that nearest the dashboard Number 4. In this type of engine the cranks are set at 180 degrees, which is to say that when two of the pistons are at the top of their strokes the remaining two are at the bottom of theirs. Numbers 1 and 4 are at "top dead centre" when Numbers 2 and 3 are at "bottom dead centre". The sequence of firing, or firing order, depends in the first place upon the limitation imposed by the cycle operations, but this leaves two possible sequences in the case of a four-cylinder engine, 1, 3, 4, 2 and 1, 2, 4, 3. The decision as to which of these is to be adopted may very easily hinge on questions connected with the comparative twisting strain on the crankshaft or the possible interference of one cylinder with another in drawing mixture from the carburettor, but on the assumption that the first named sequence is probably more frequently found than the last named the table set out below has been based on a firing order 1, 3, 4, 2. The table will be found useful for reference and as a check upon one's understanding of the operation of the engine as a whole. The positions referred to are "top dead centre" positions of two pistons and, accordingly, "bottom dead centre" positions of the other two.

Cylinder No.	1	2	3	4
Position	Top	Bottom	Top	Bottom
Stroke about to be made	Explosion	Exhaust	Compression	Exhaust
Piston position	Top	Bottom	Bottom	Top
D.C.	"	"	"	"

Table Continued.

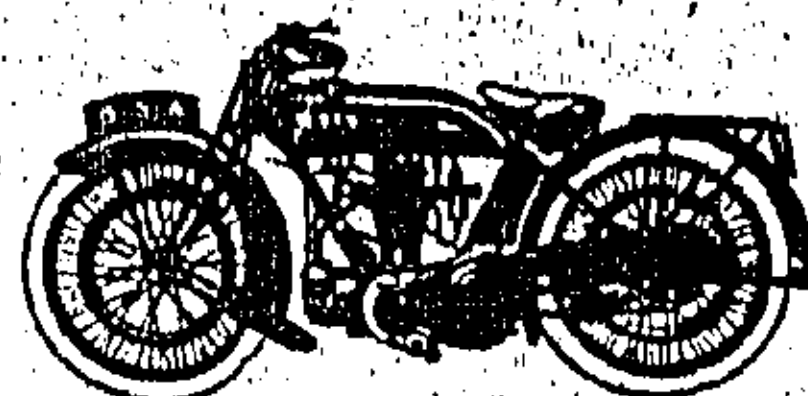
Cylinder No.	1	2	3	4
Position	Bottom	Top	Bottom	Top
Stroke about to be made	Inlet	Compression	Exhaust	Exhaust
Piston position	Bottom	Top	Top	Bottom
D.C.	"	"	"	"

(To be Continued.)

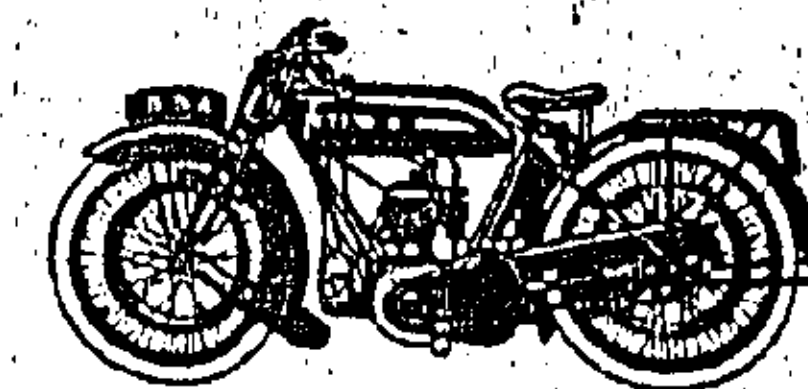
WE DRIVE IN HEARSEES.

Hearsees are what Europeans call our autos, since most of them are painted black and look so above certain limits the great drawback to single cylinder en-

B. S. A. MOTOR CYCLES



Famous For Reliability and Economy

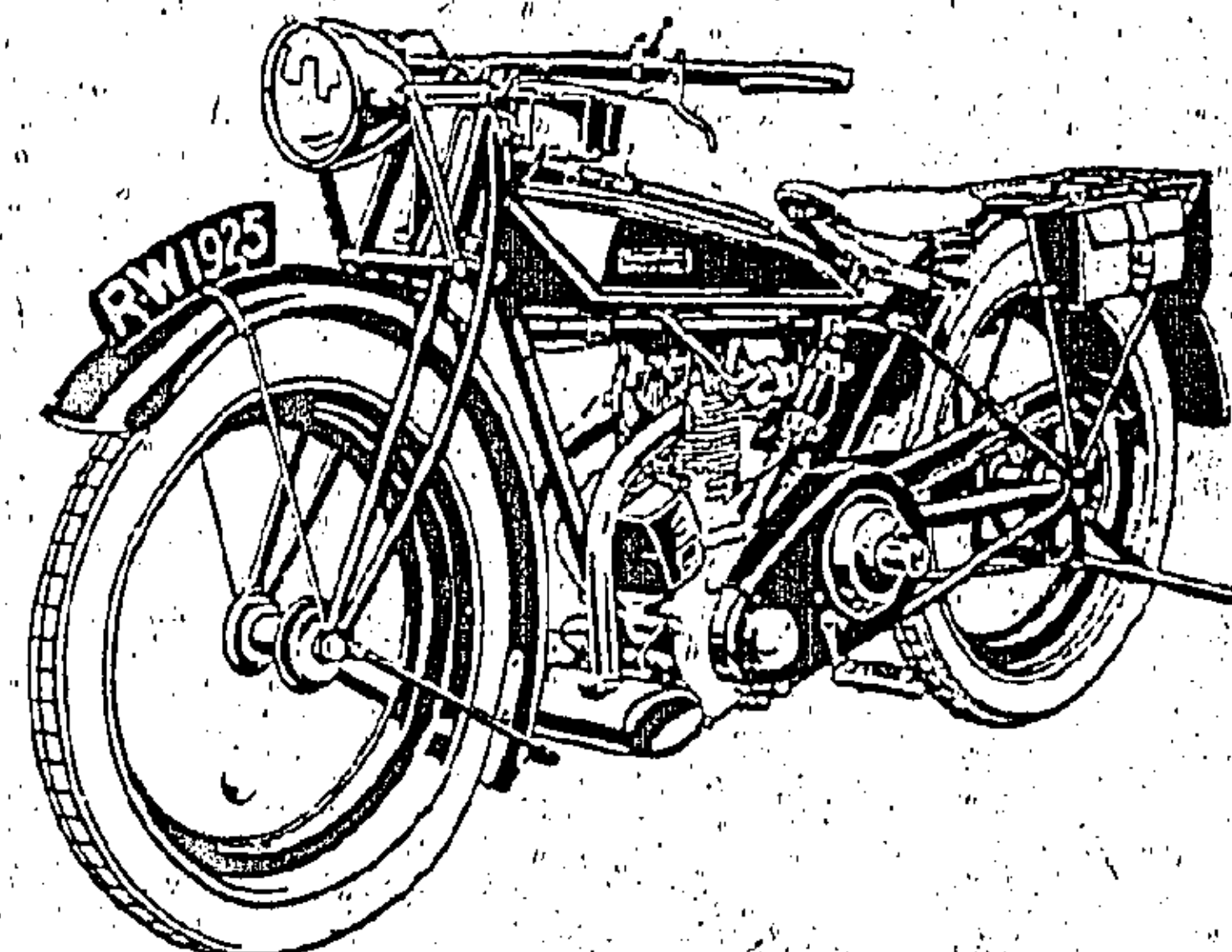


Full Particulars from the Sole Agents:

THE SINCERE CO.

Rudge-Whitworth Four Valve Four Speed

MOTOR CYCLES



NEW STOCKS ON HAND

ALL ELECTRICALLY EQUIPPED
3.46 H.P. \$485.00 4.99 H.P. \$525.
4.99 H.P. Combination \$775.00

RUDOLF WOLFF & KEW, LTD.

54, Queen's Road, Central.

Phone C. 2173.



MORRIS CARS.

BRITAIN'S MOST POPULAR LIGHT CAR

THE FINEST MOTORING VALUES IN THE WORLD

MORRIS-OXFORD - - - \$2800.00

(4 SEATER-4 WHEEL BRAKES)

MORRIS-COWLEY - - - \$1975.00

(4 SEATER-2 WHEEL BRAKES)

MORRIS-COWLEY - - - \$1875.00

(2 SEATER-WITH DICKEY)

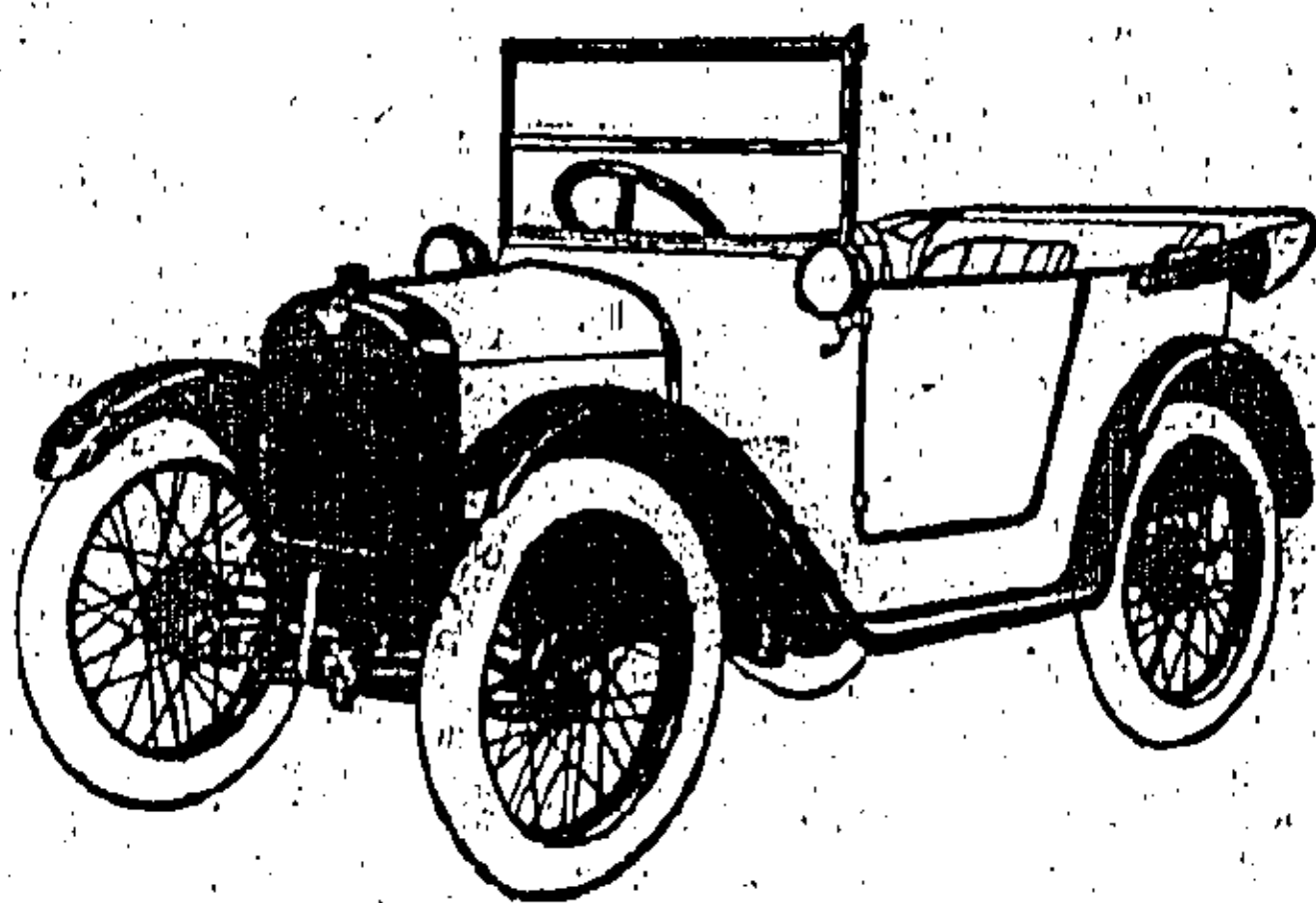
THESE MODELS IN STOCK

THE HONGKONG HOTEL GARAGE

PHONE C. 4759.

MORRIS SERVICE at STUBBS ROAD GARAGE
(THE HONGKONG and SHANGHAI HOTELS, LTD.)

"AUSTIN 7"



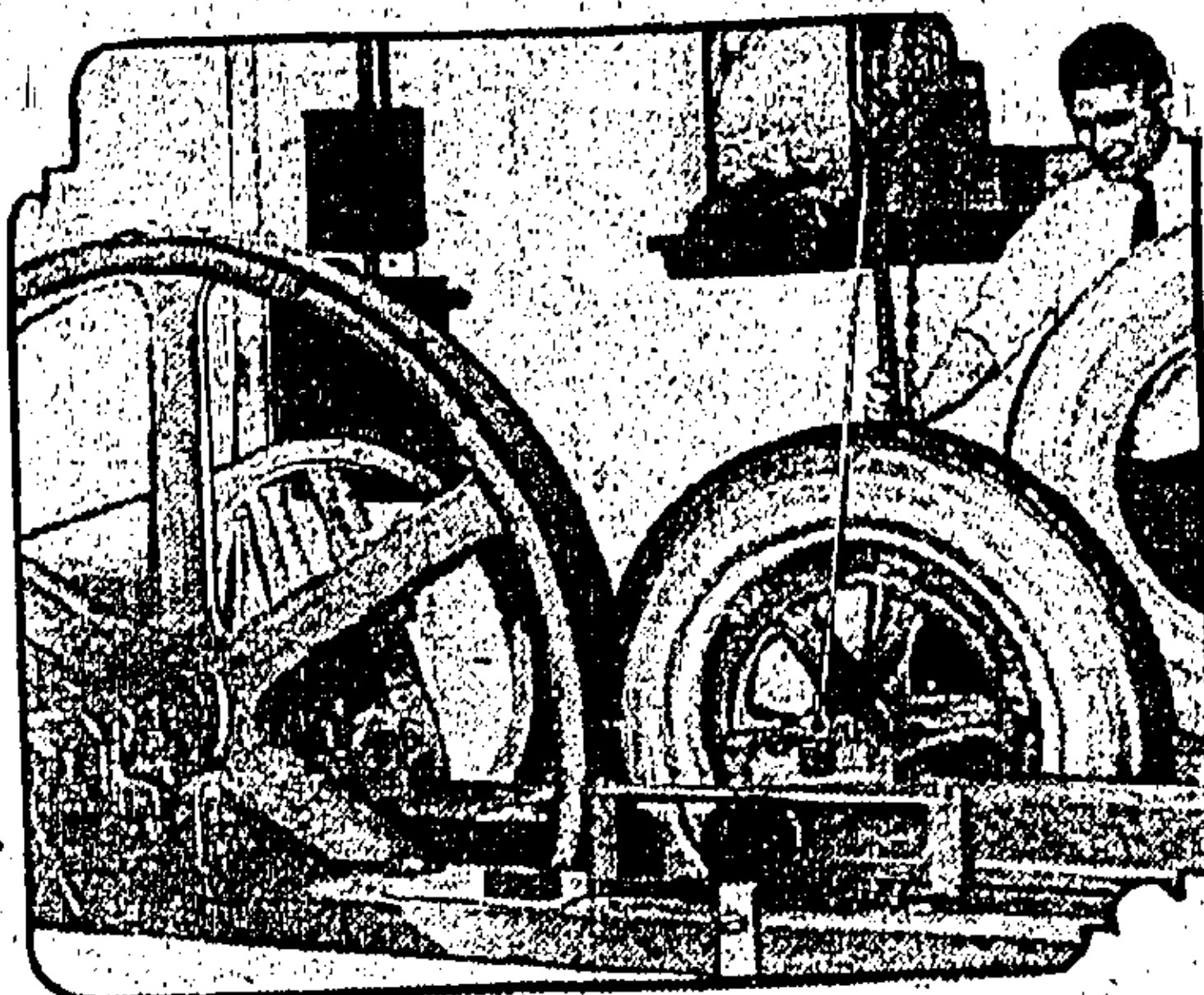
Ample room in the front seats for himself and his wife, and the two children behind are as comfy can be. Yet when it comes to garaging, your AUSTIN 7 passes through a 4 foot door and its as economical over petrol as it is in the matter of space.

Price £169.0.0

Delivered Hongkong.

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

QUICK TEST FOR BALLOONS.



Balloon tyres are put through a thorough test at the U.S. Bureau of Standards laboratory in Washington. The tyres are pressed against a large rotating wheel, the surface of which is rough. The wear is four times as great as that received by ordinary usage. L. L. Childree of the Bureau of Standards, is shown watching the test.

CADILLAC SALES.

INCREASE OF BUYERS REPORTED.

Sales of the new model Cadillac during the first three weeks following its announcement were 51 per cent. higher than those during the first three weeks following the introduction of the V-63 two years ago, and 70 per cent. higher than during the corresponding three weeks of 1924. Retail sales each week since the new car's announcement have also been the largest in the company's history.

The new car, with its improved performance, smarter appearance, greater comfort and reduced price, is responsible for the sharp upward turn in Cadillac sales, according to Lynn McNaughton, vice-president and general sales manager of the company.

While ourselves, Mr. McNaughton states, have greatly increased among owners who habitually buy cars of the highest grade, possibly the most noticeable increase has been among those who formerly purchased lower priced cars, and who, with the new values established, see the ultimate economy of buying a Cadillac. The demand has been general all over the United States and there has been a decided increase in export demand for distribution in European markets.

As Cadillac sales have consistently during the past eleven years been greater than the combined sales of all other cars in and above the Cadillac price range," he continues, "this means that we are now making the greatest sales record ever attained by any organization building cars of the highest grade.

Following the completion of our new foundries and the installation of new machinery, jigs, tools and dies for the production of the new car, we have been working night and day to speed production as rapidly as possible consistently with Cadillac quality.

REPUTATION.

GERMAN DEMAND FOR BRITISH CARS.

The British race has a not unjustified reputation for taking a strange delight in depreciating its own merits. One would never expect to hear a German or, for that matter, an American, emphasising the supposed superiority of British as against his own national manufacturers, but the reverse is very often the case. Since the war there has been much talk about the efficiency and industry of German workers and the consequent ability of German manufacturers to produce at prices with which British factories cannot conceivably compete. As bearing upon this contention, it is interesting to know that British built Singer cars are being imported into Germany as rapidly as restrictive regulations make it possible. Germany artificially limits the import of British vehicles, which in itself is very like an admission that they are better value than the home product. Certainly the demand of Germany for Singers is vastly greater than the maximum supply which German restrictions permit.

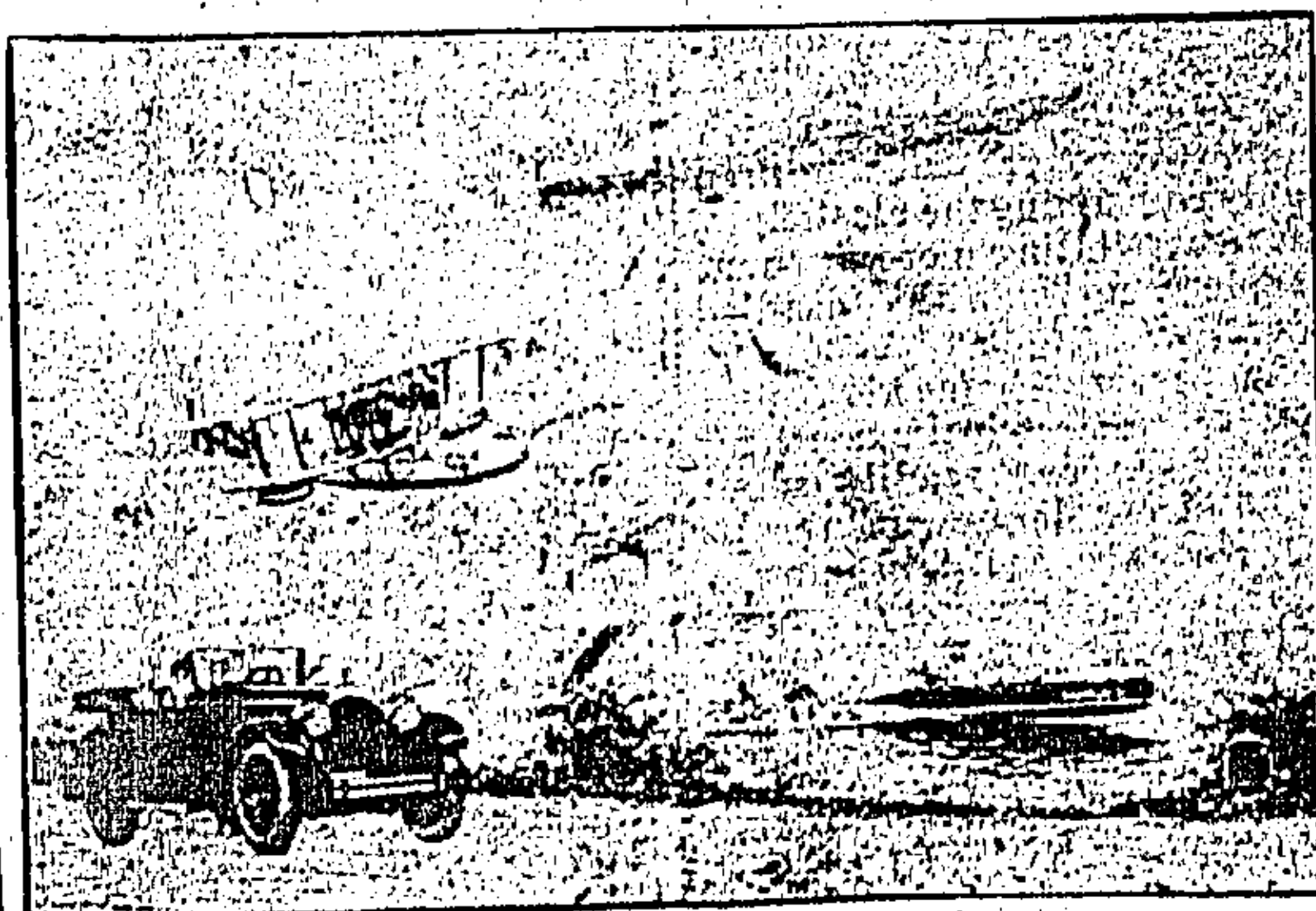
Incidentally it is interesting to know that, during the brief period of ten days prior to the date on which this note was written, Singer cars have also been despatched in considerable numbers to Australia, New Zealand, South Africa, China and Malaya.

CAR PRICE EQUALS TAX
Second hand autos in England are often sold at a price lower than the annual tax. The used car prices often range around \$100 while the tax is approximately \$90.

DEATH'S WARNING

Ohio may set up a white cross whenever a motor fatality occurred on its roads, to warn others against reckless driving. Governor Vic Donahey is father of this idea.

PACKARD FOR PERFECTION.



The above is from a beautifully coloured drawing in which the artist has striven to realistically depict four modes of transport made possible by the internal combustion engine. It is also an incomparable tribute to the supreme efficiency of the Packard engine, for each of the above types created records, thanks to the expert engineers of the Packard factory. Packard engines carried the ill-fated "Shenandoah" 60,000 miles before they were removed for examination. The motor-boat "Rainbow" established a record by travelling 1064 miles in one day, with Packard standard marine motor. The P. N. 9 Flying Boat recorded 2230 miles in just over 28 hours. The Packard motor-car, of course, is well-known for its superiority.

SOUND VALUE

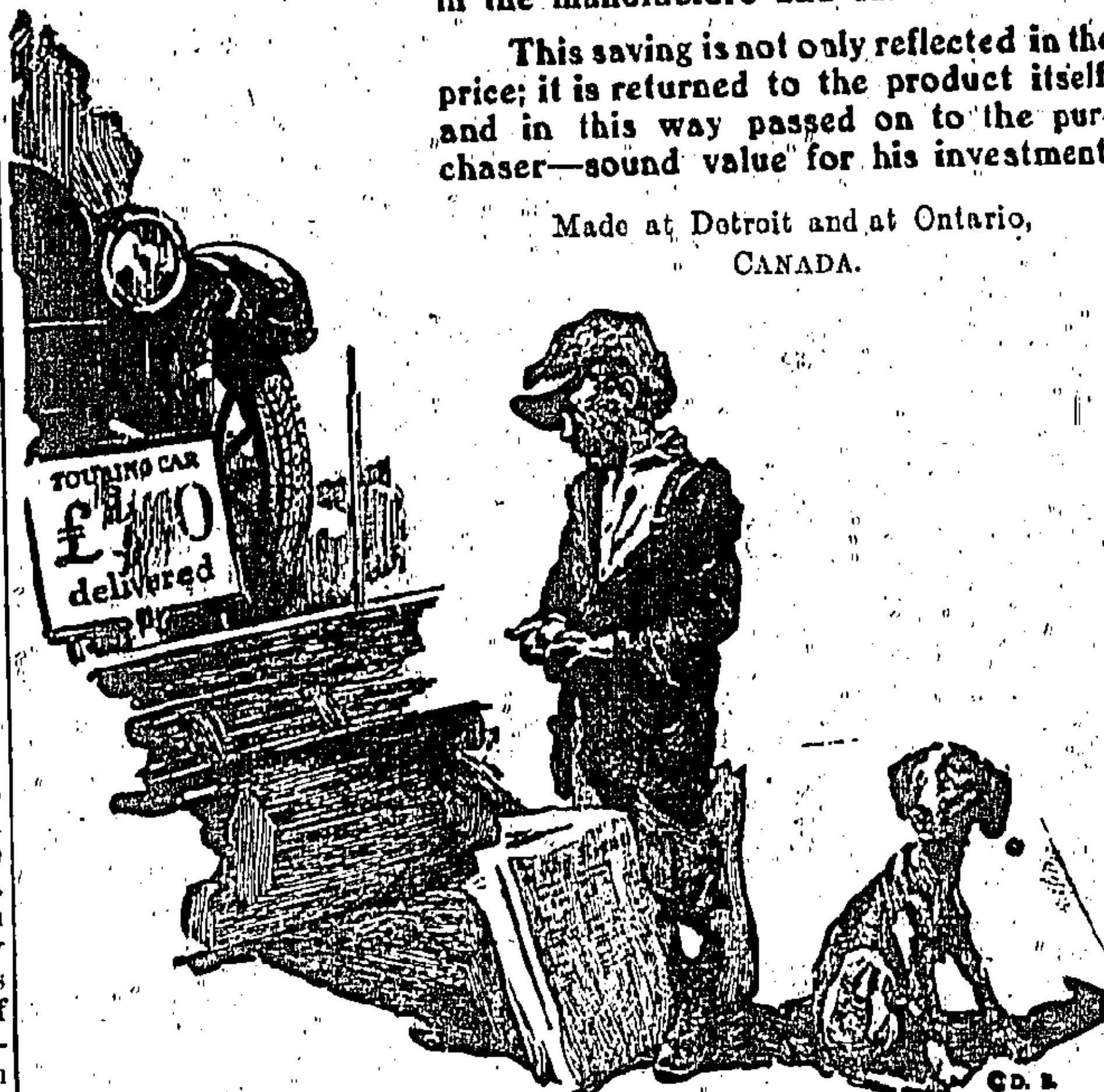
The price of Dodge Brothers Motor Car is a Genuine index of its value.

Enabled, by their vast resources, to finance themselves; selling directly through dealer to purchaser; adding nothing to the price of the car to support a free service policy; concentrating on one chassis for their complete line; eliminating the overhead involved in furnishing many body types with special finishes—

Dodge Brothers are actually able to conserve a considerable amount of money in the manufacture and sale of each car.

This saving is not only reflected in the price; it is returned to the product itself, and in this way passed on to the purchaser—sound value for his investment.

Made at Detroit and at Ontario, CANADA.



THE DRAGON MOTOR CAR CO. LTD.

Registered Head Office and Show Room:

33, Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

SHELL

AVIATION SPIRIT

is being used exclusively in the Aircraft carried by

H.M.S. "HERMES"

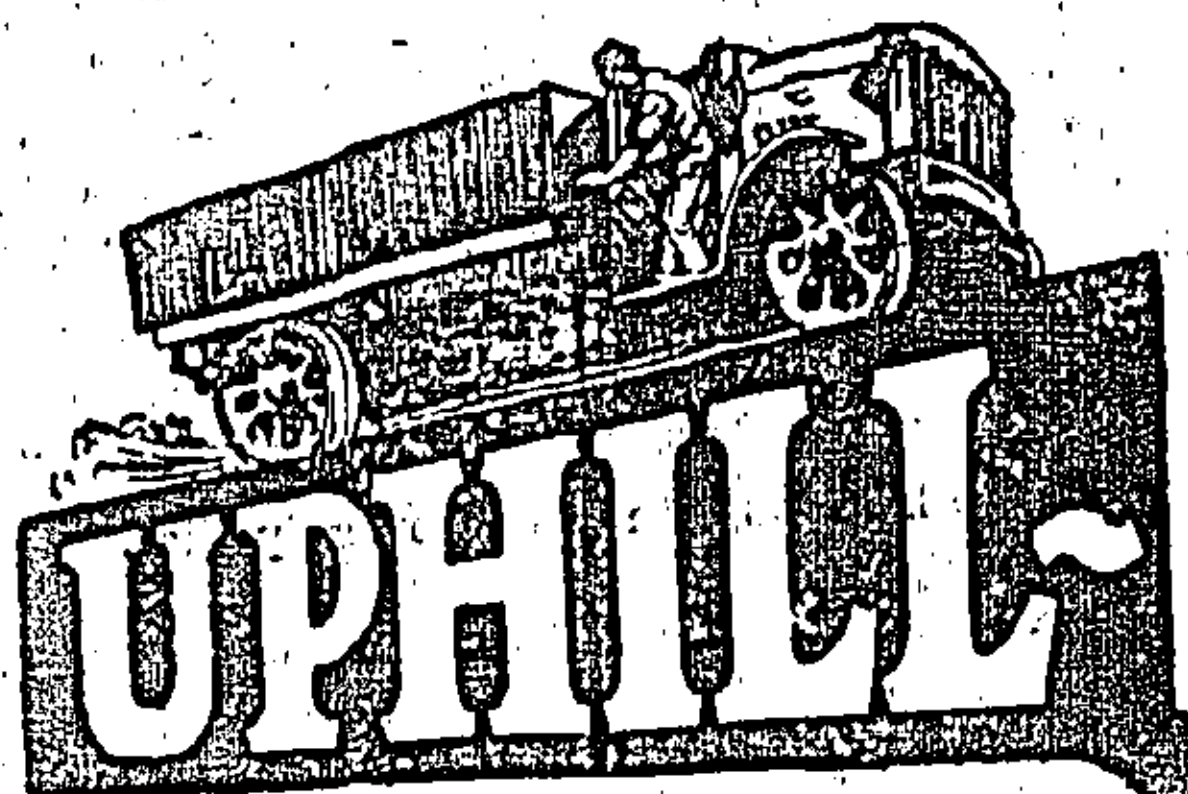
The wise motorist will follow this example by using the world's best motor spirit,

SHELL

THE

ASIATIC PETROLEUM CO., (S'C) LTD.

(INCORPORATED IN GREAT BRITAIN.)



It's Always An Uphill Climb When a Truck Is Not Properly Cared For

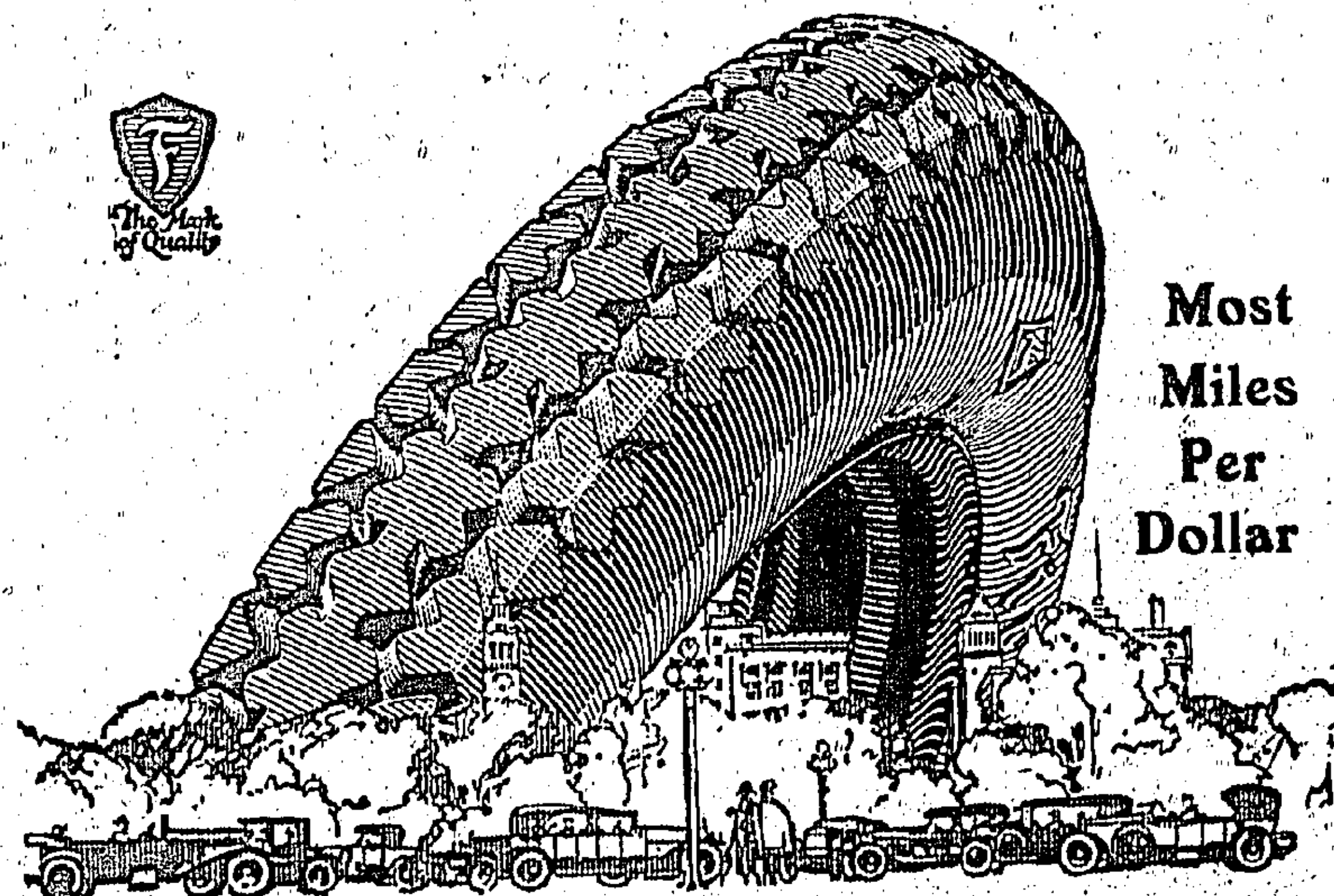
LIKE the Chinese doctor, we pride ourselves not so much on curing trouble as on preventing it.

Proper care of a truck DOES eliminate trouble and expense. Many business men who like to keep down costs praise our service highly.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone Central 1246 or 1247.



Most Miles Per Dollar

CONFIDENCE

The foundation of satisfactory motor car travel is confidence in the tyres.

The confidence of car owners in the MARK OF QUALITY comes as a result of tyre service which answers the most difficult tests.

This is largely due to the Firestone Gum-Dipping process. The

famous method is used on selected rubber, chosen by experts in our Singapore headquarters. It renders the tyres practically immune from internal friction and the disastrous results of eating.

Let us confer with you as to why Firestone Gum-Dipped Cords, with their safety, comfort and good looks, are best for any car.

THE DRAGON MOTOR CAR CO., LTD.
33, Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

Firestone

SMALL CARS IN U.S.A.

TO RELIEVE TRAFFIC CONGESTION.

Two factors influence the introduction of the small car, of the midget or "mosquito" type, to America. They are:

1. The traffic problem.
2. Good, smooth highways.

Yet these factors have had little or no influence on their remarkable development and popularity in Europe. Roads are generally poor, except along the main highways in European countries. And there is practically no traffic problem to speak of there.

What caused the development of the tiny car in Europe, however, has been the high cost of maintaining one. Taxes are much higher there than in America. Fuel prices are high. Only the

very wealthy can afford the larger types of autos.

AN ECONOMICAL CAR.

As a result, manufacturers have endeavored to reach the middle class on the continent and in England by means of the two-seater. They have built cars of low horsepower ratio to bring low taxes, and they have developed the engines to extend their mileages to the utmost.

Distances between towns are short in Europe. That affords another argument for the small car, which requires refueling at shorter intervals and which takes the place of the bicycle for such short distances.

In America, however, the small car is expected to relieve the traffic congestion and parking situation. Their cost and maintenance are a secondary consideration.

LONG ON MILEAGE.

Besides they will be able to travel greater distances than they have been used for in Europe, because of the prevalence of filling stations along the highways. Yet four or five gallons in a small car tank are expected to take it from 150 to 200 miles, almost a day's touring along good roads. What the consequences will be on introduction of the small two-seater in this country is hard to predict. There is prospect, however, of witnessing a country without street cars, with a rare pedestrian and housewives driving to the corner groceries in these cars.

The larger auto will be left for long distance and family driving, and even in the case of long distance the small car could well be used. Poor roads and steep hills required larger and more powerful cars in former years. Now the same hills, with good roads, can be negotiated by almost every car marketed.

CAN BATTERIES BE IMPROVED?

CAPACITY TOO SMALL IN MANY BRITISH CARS.

By Captain E. de Normanville in the *Daily Chronicle*.

For some reason which I cannot explain, our motoring correspondence lately has contained many complaints about car battery inefficiency and demands for improvement.

This is particularly puzzling at this period of the year, when the service demanded from batteries is at a minimum, by comparison with the winter months.

So far as I am aware, no one has ever evolved precise data as to the relative work demanded from a battery in average summer conditions by comparison with average winter use. I should imagine that the work in cold winter conditions must be something like 50 per cent. greater.

Consequently, any motorist who finds his battery inadequate at the present time had better be arranging for one of greater capacity for winter use. But first of all please make sure that the trouble is due to the battery—and not to lack of ordinary care in its upkeep and maintenance.

THE COMPLAINTS.

Speaking generally, the batteries of British-made cars are of under-capacity by comparison with the equipment provided on American, Canadian and Continental cars. This is due to our inherent ideas of "economy in equipment"—but in my opinion it is a false economy.

I see no more justification for selling a car with an under-capacity battery than for selling one with under-sized tyres.

Amongst the recent complaints and suggestions about batteries are:

Lack of capacity.
The need for an indestructible container.

To be proof against spilling.
To stand more abuse.

To be undamaged by short-circuiting discharge or overcharging.
To be of less weight.

I will deal with these points seriatim, though whilst as anxious as anyone else to see batteries improved, I do not think we are going to get "much forrader" by trying to suggest answers to such demands:

EXAGGERATED FEARS.

I have already dealt with the question of battery capacity; there is room for improvement. With regard to an indestructible container, if we treat the adjective with the comparative looseness, no doubt intended it would be possible to produce such equipment. On the other hand, it would have to be heavier and more costly, and the present container is surely adequate for all normal requirements.

Many of the better present-day batteries are reasonably proof against spilling, and remarkably proof against leakage. For normal use I cannot see any real need for improvement in this direction.

When people ask for a battery to stand more abuse, it becomes a question of degree as to whether the demand is tenable or unreasonable. To a large extent it is answered by admitting that the capacity of many car batteries is still too little for normal needs.

Any battery that is accidentally short circuited to the discharged point is liable to be damaged, and I admit that cars equipped with battery ignition minus an automatic safety cut out are false economy. As to overcharging, many motorists have an unwarranted fear of such a condition, but it has to be very excessive before doing more damage than unduly consuming the electrolyte, thus necessitating more frequent "topping up" with distilled water.

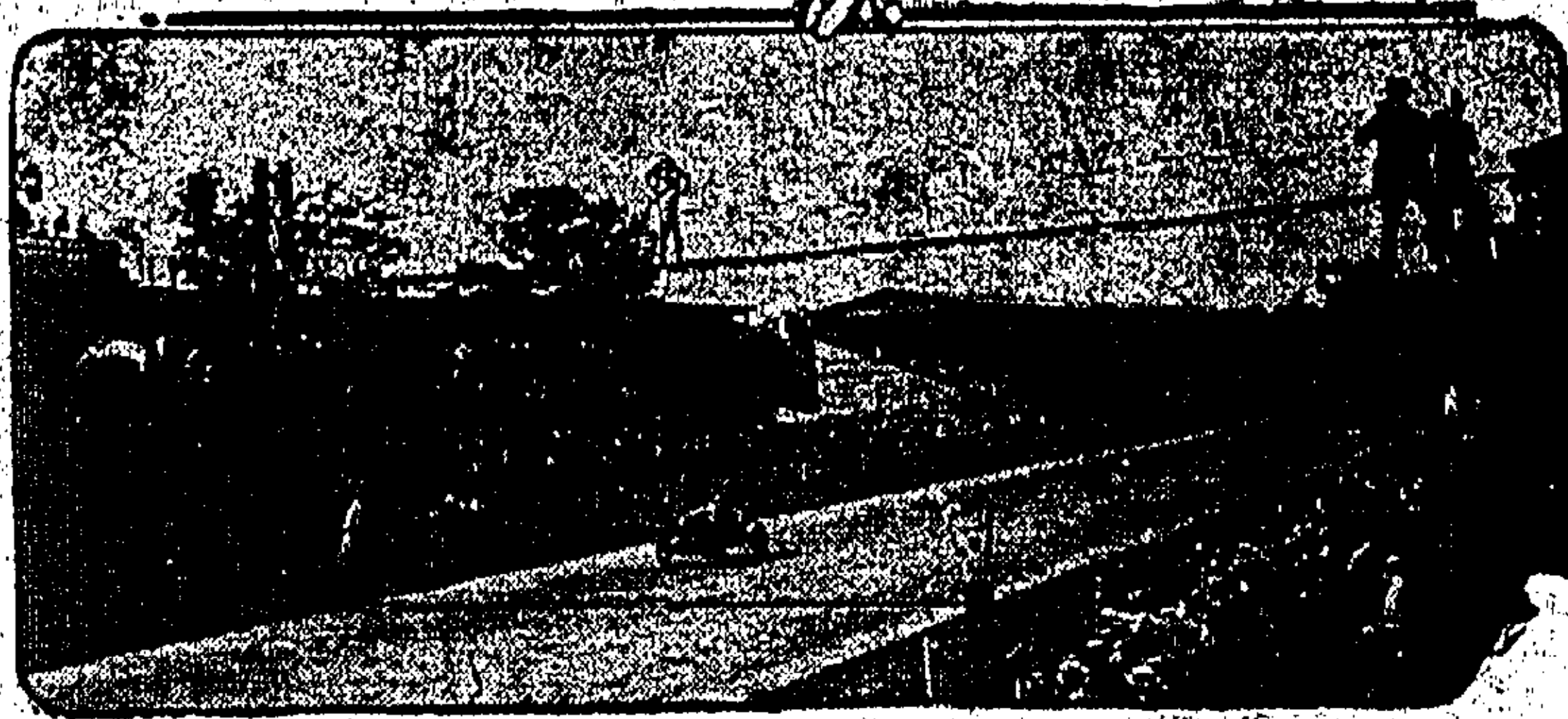
The weight question has puzzled the electrical experts for years. We can readily admit the desired improvement—but must recognise that it requires a revolutionary discovery for its fulfilment.

CLEAN ACCIDENT SLATE.

Of the 70 cities of more than 100,000 population, New Bedford, Mass., alone came through the first five months of this year without an automobile fatality. The city has been conducting a special police campaign of education.

Upon an import duty of 45 per cent. on American autos, France adds 10 per cent. luxury tax and 1.5 turnover tax.

END OF A 500-MILE CLASSIC.



The checkered flag is the coveted goal of the drivers participating in the 500-mile Memorial Day classic at Indianapolis. The prize winner of one of these races is shown receiving the glad tidings that he has come in first. Last year's checkered flag was waved before Fred Boyer when he drove a Duesenberg special over the line, finishing the 500 miles in five hours, five minutes and 23.51 seconds.

NEW PUBLIC VEHICLE.

ONE-MAN-OPERATED BUS.

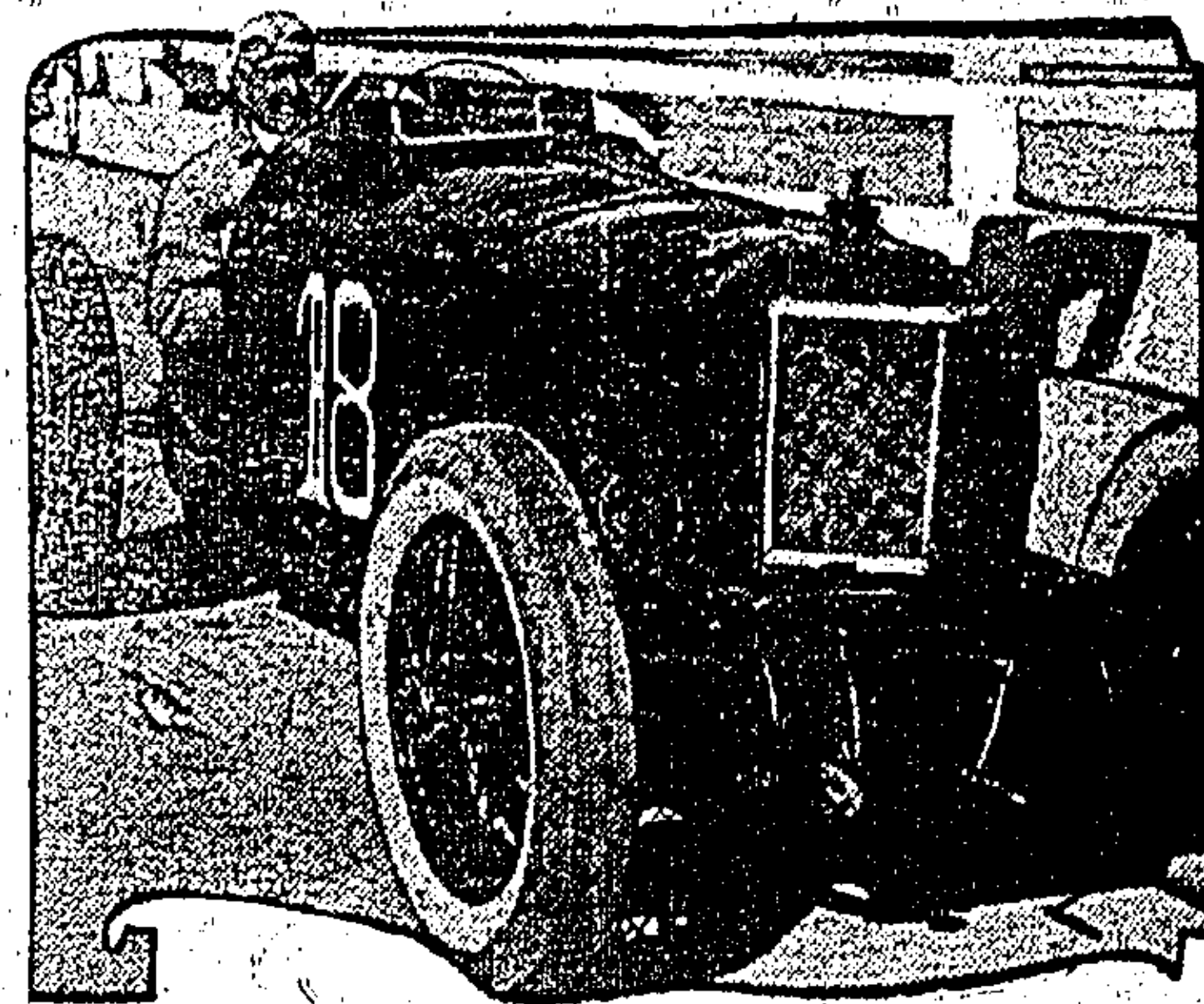
A type of vehicle which is giving most excellent results in service is that in which one man combines the duties of driver and conductor, though, in practice, the only duty of the conductor which he performs is the all-important one of collecting the fares. An example of type of vehicle will be staged at Wembley during the progress of the British Empire Exhibition by Guy Motors, Ltd., of Fallings Park, Wolverhampton, on Stand No. 34, who have built a large number of these very useful buses.

The one-man-operated bus is usually built with a seating capacity for twenty passengers, though this is dependent on the requirements and carrying capacity of the chassis. The door by which passengers enter and leave is on the immediate left of the driver; it opens inwards and is so constructed as to be easily controlled by the operator. This enables him to collect fares as passengers enter, and also to see that everyone is "all in before starting—a valuable contribution to the "safety first" for the public.

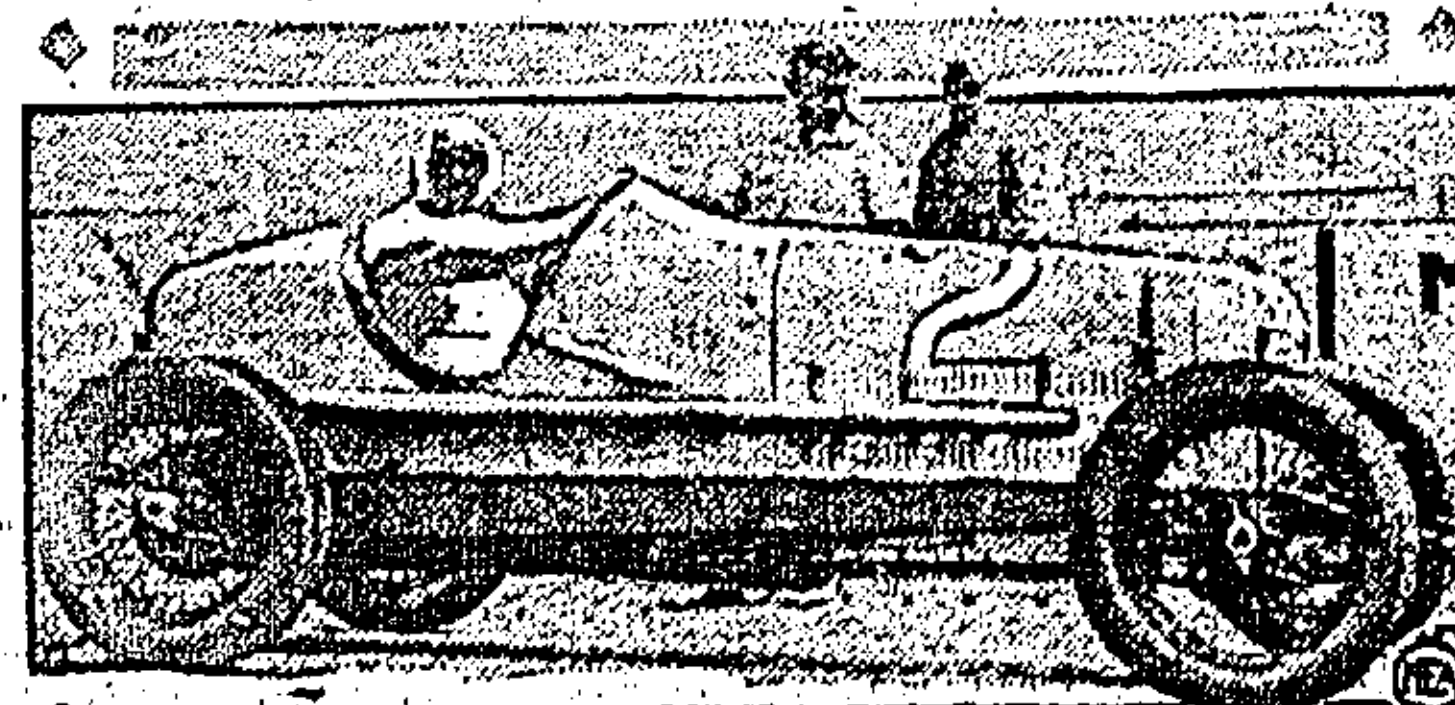
It has been found that these buses are so much appreciated in service that passengers readily respond to the request to "Please have the exact fare ready," realising that by so doing they are avoiding delays which would occur were there much giving of change. A large number of these buses are being operated by various corporations and transport companies with so much success that repeat orders are being frequently received by Guy Motors, Ltd.

A very suitable chassis for this type of vehicle is the "Guy" 2-ton type. This has the maker's patented engine, rated at 25 h.p.; the wheel base is 13 ft., a most convenient length for ease in handling.

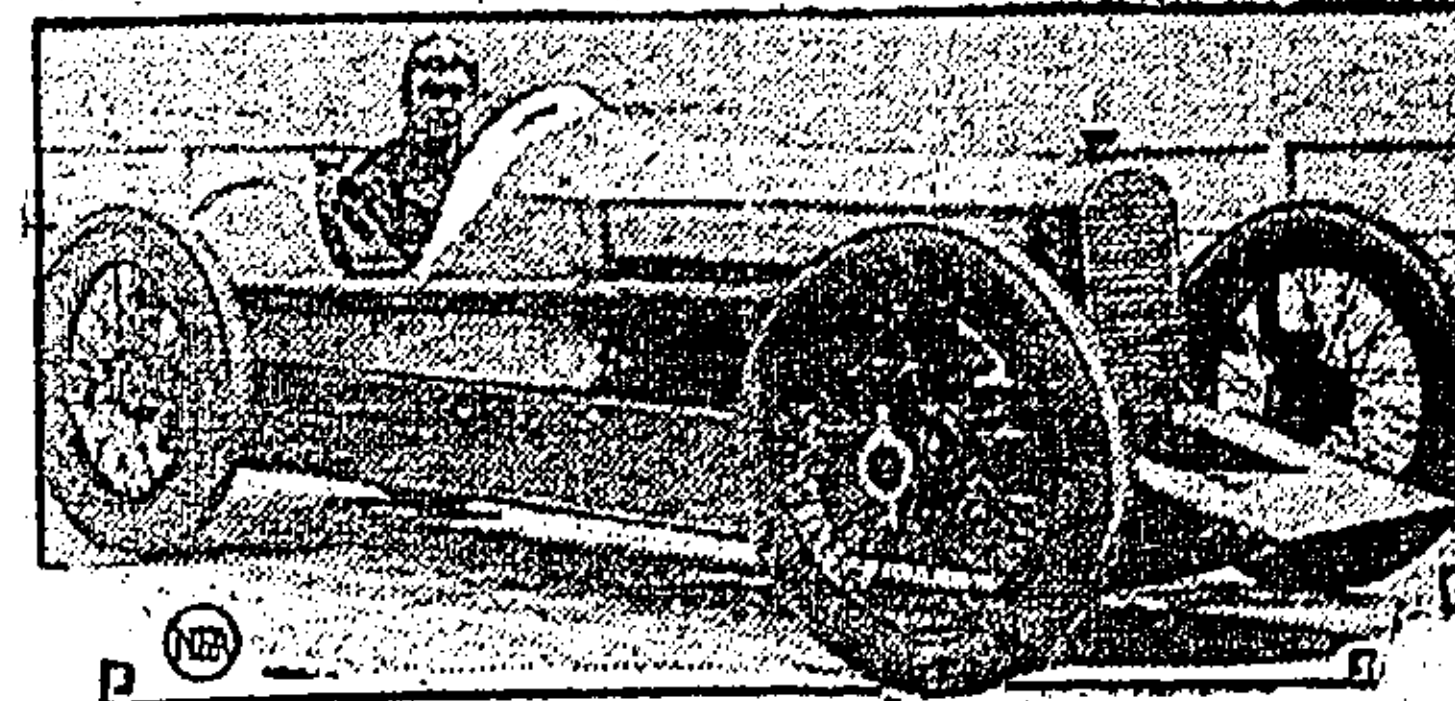
TYPES OF CARS.



Pietro Bordino, Italian entry, in a Flat.



Ralph de Palma in a Miller Special.



Charles Shambaugh in his Hoosier Special.

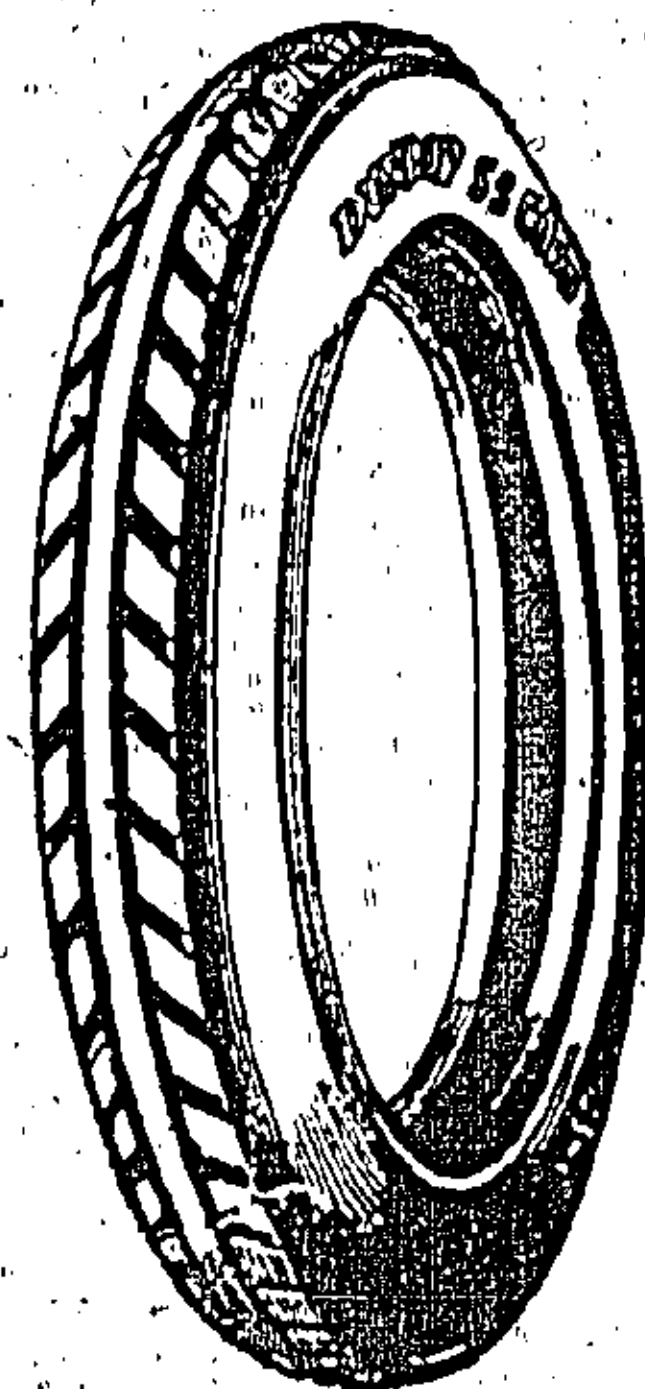
NARROW ESCAPE FOR HORACE DODGE.



Horace Dodge of the wealthy automobile family had a narrow escape during the recent speed boat races at Detroit, when the G-31, which he was driving, scraped a buoy. The flag of the buoy can be seen just back of the boat.

Why

DUNLOP CORD TYRES



should be on your car—

They are the outcome of the longest experience in tyre building.

They are made from raw materials, the production of which is controlled from its source.

They are made on the proved best principles, applied in the best way.

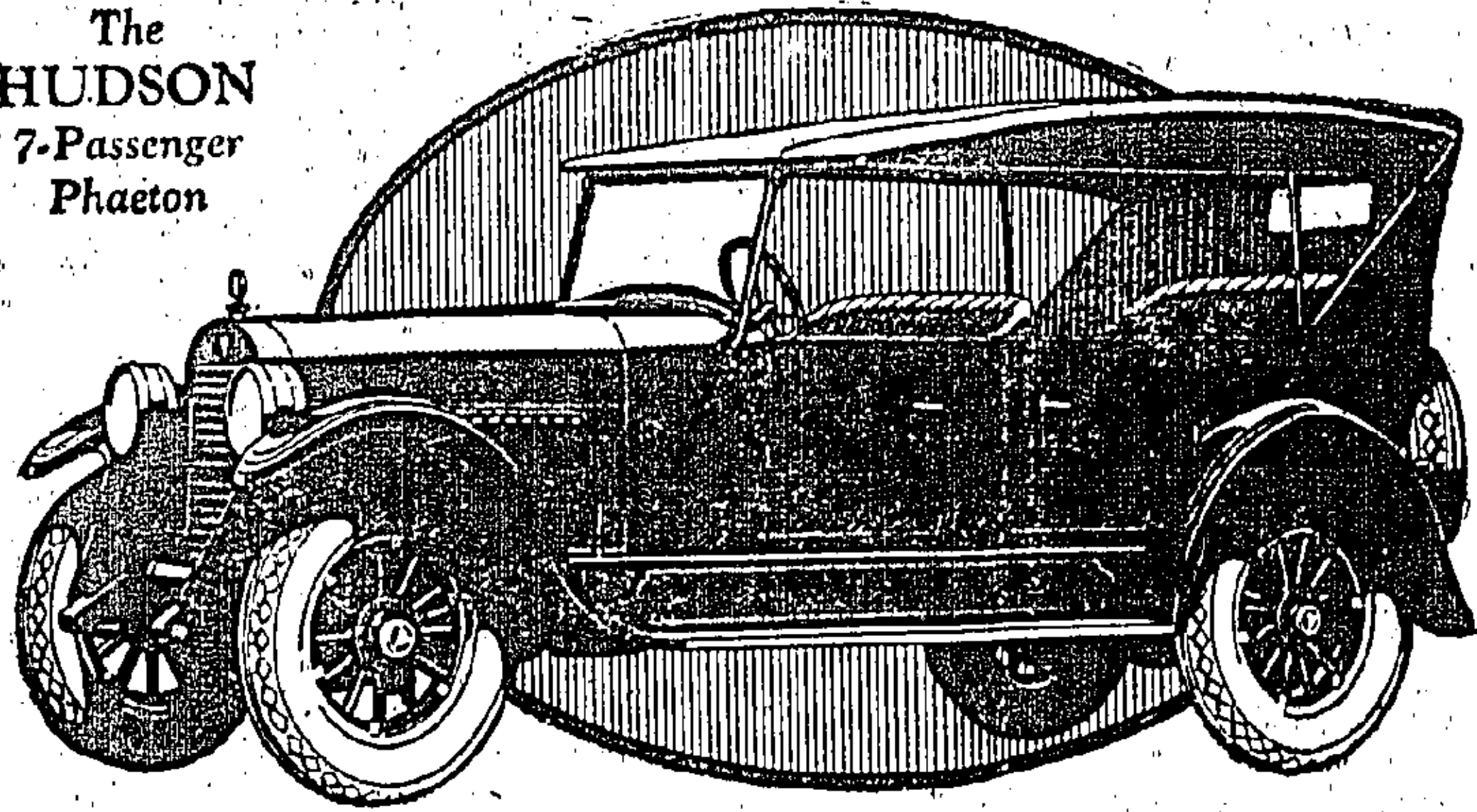
They give longer mileage and better service than any tyres in the world.

AND!!—the DUNLOP RUBBER COMPANY maintains its own Branch organisation on the spot, to give effect to the Company's universal policy of Service and Efficiency on all Tyre matters.

Dunlop Rubber Co. (China), Ltd.
Hotel Annexe Building. C. 4554.

Hongkong Hotel Garage
(Distributors) C 479. 5.

The
HUDSON
7-Passenger
Phaeton



HUDSON SUPER-SIX

The World's Largest Selling Fine Car

After ten successful years the patented Super-Six principle today is responsible for the largest selling six-cylinder car in the world. Only a supreme and exclusive advantage could maintain such leadership in the brilliant competition of today. With such proof, can the Super-Six motor have any rival in importance?

Only Hudson Can Have It

It adds vast power, without added weight, size, cylinders or cost. It almost doubles endurance. It is responsible for the way Hudsons endure the hardest service, free of mechanical annoyance, and retain their new car vigor and flexibility when they have become old in point of years and service.

Most important of all, the Super-Six principle makes possible Hudson's one great policy and issue—to give greatest value for the money.

And today, economies possible only

to the world's largest production of 6-cylinder cars give it value advantages never held by any rival.

Today's Hudson gives greater economy of fuel, oil and maintenance, as well as added smoothness in every phase of operation.

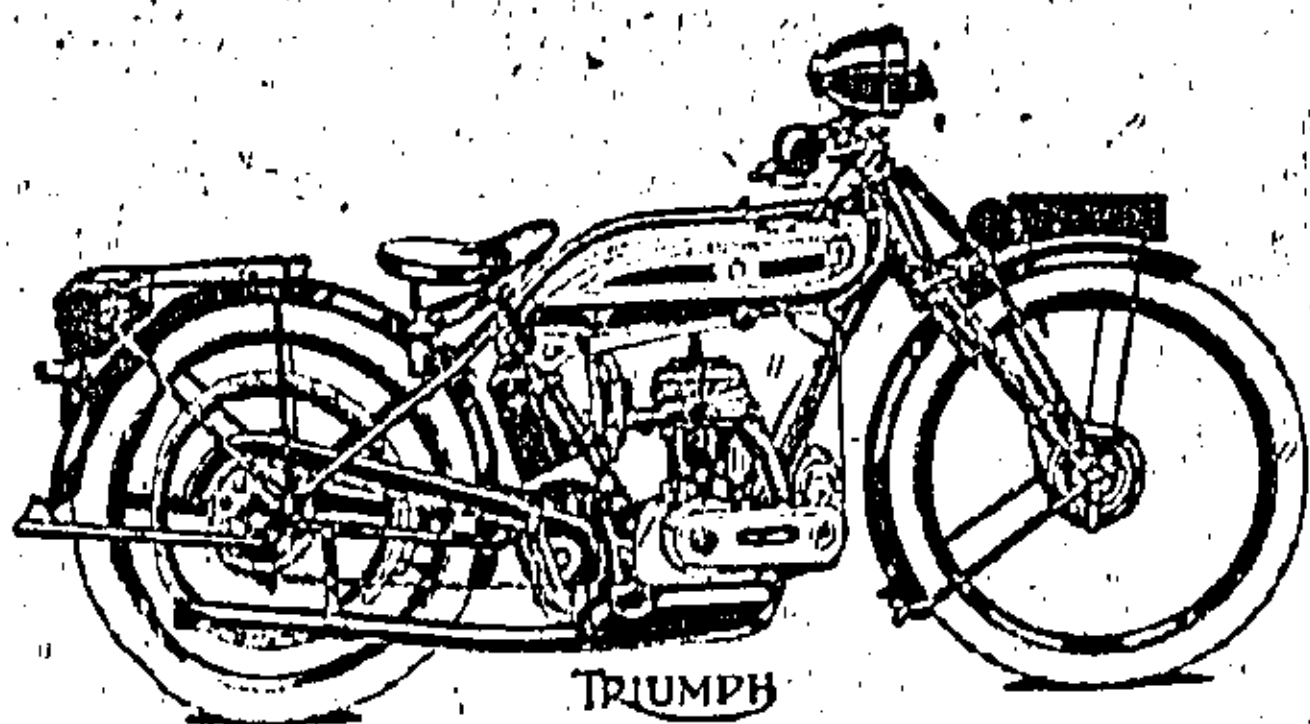
Hudson's high service standards, developed in 15 years of manufacturing and merchandising experience, are also a major factor in the satisfaction, enjoyment and value of Hudson ownership.

HUDSON-ESSEX, NOW THE WORLD'S LARGEST SELLING SIX-CYLINDER CARS.

THE DRAGON MOTOR CAR CO.,
LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY

TRIUMPH

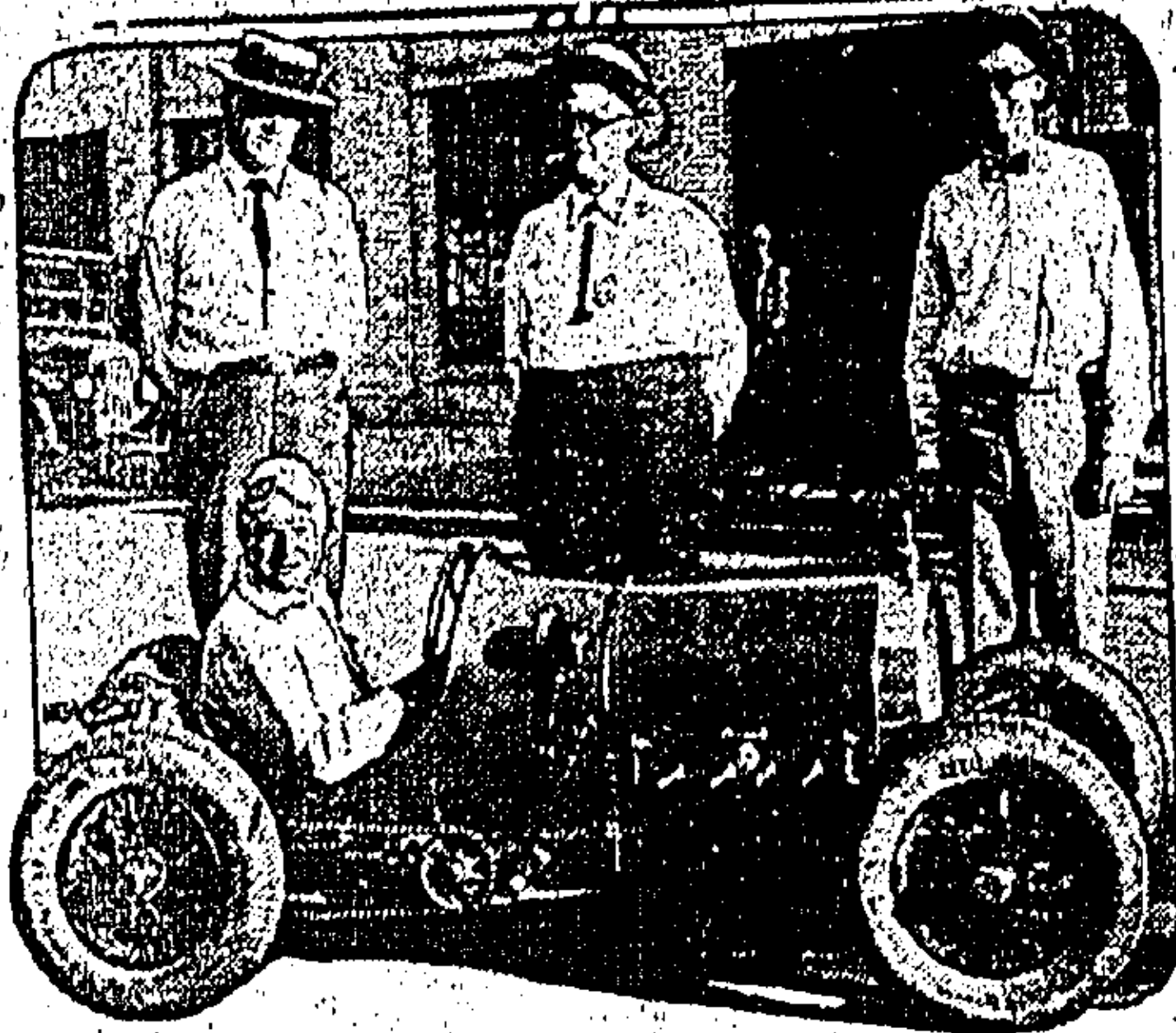


The proved and improved TRIUMPH type "P" is the finest value in the world and has a reserve of power which no other motor cycle can offer at the same price

C.I.F. £59.5.0

Alex. Ross & Co., (China) Ltd.
BANK OF CHINA BUILDING, HONGKONG.

THIS IS TINY. BUT IT'S COSTLY.



This is the type of "mosquito" car that might become popular were it not for its exorbitant cost. Gus Petzel of Oakland Calif., is its maker and driver. He says the car cost him more than \$2000. He can make 80 miles an hour, he says. It's a four-cooled affair, with three speed transmission. Petzel is shown in the car on his way from San Francisco to New York.

ARMY MANOEUVRES.

A WAR AND PEACE
"ELEPHANT."

NEW TRACTOR BEATS TANK.

Among many motor vehicles seen during the Army Manoeuvres, last month from plain thirty-hundred-weight lorries to gun-hauling "dragons" and tanks— not the least interesting was a recent development of an experimental type which the Army knows as the "Hathi." "Hathi," it should be mentioned, is the Indian term for elephant. This far from ungainly machine represents practically five years of experiment and evolution, tending all the time to the production of a motor vehicle which would fulfil every military requirement, but would at the same time have a sufficiently large commercial value to make its production in bulk as a subsidised vehicle a practical proposition. Immediately after the war it became necessary to introduce in the divisional areas a more mobile type of mechanical transport vehicle for R.A.S.C. and other transport loads. This need was accentuated by the conditions prevailing at Chanak in 1922. Necessity urged the provision of a lorry that would pull a heavy howitzer, weighing five tons, through or over any kind of country likely to be met with, not only in Europe, but all over the Empire, or carry a load of about the same weight, and also to act as a winch and wind loads either up hill or off the ground by means of pulleys and cable.

SEVERE TEST.

In February of this year a trial of cross-country vehicles was held at Wool. A terribly severe course

was chosen, including three miles of soft marshland. The severity of this course was accentuated by the requirement that competing machines should carry a load as well as haul one. That trial made "casualties" even of the tanks and half-track machines, which were believed to be able to do everything but swim.

As the "Hathi," the Army's elephant, came so near to fulfilling all the exacting military requirements and has since been so improved that she has passed her trials, it is interesting to note that she is almost a present from Germany. Further, that in trials made at Aldershot in 1921 of commercial tractors from our own country, France, Italy and Germany, the German four-wheel drive Mercedes-Daimler was the only one which stood up to the work.

The "Hathi," in its original form, was a number of German tractor parts captured during the war, which fell into the hands of the expert mechanics of the R.A.S.C. Their first construction satisfied the Royal Artillery Committee, which was looking out for a wheeled tractor that would haul its heaviest guns. The original model stands still in the M.T. sheds. The new and improved model, which will draw the heavy howitzers and sixty-pounder guns of the medium batteries during manoeuvres is now a product of Messrs. Thornycrofts' workshops, and, with bodies to suit purchasers, is offered in the open market.

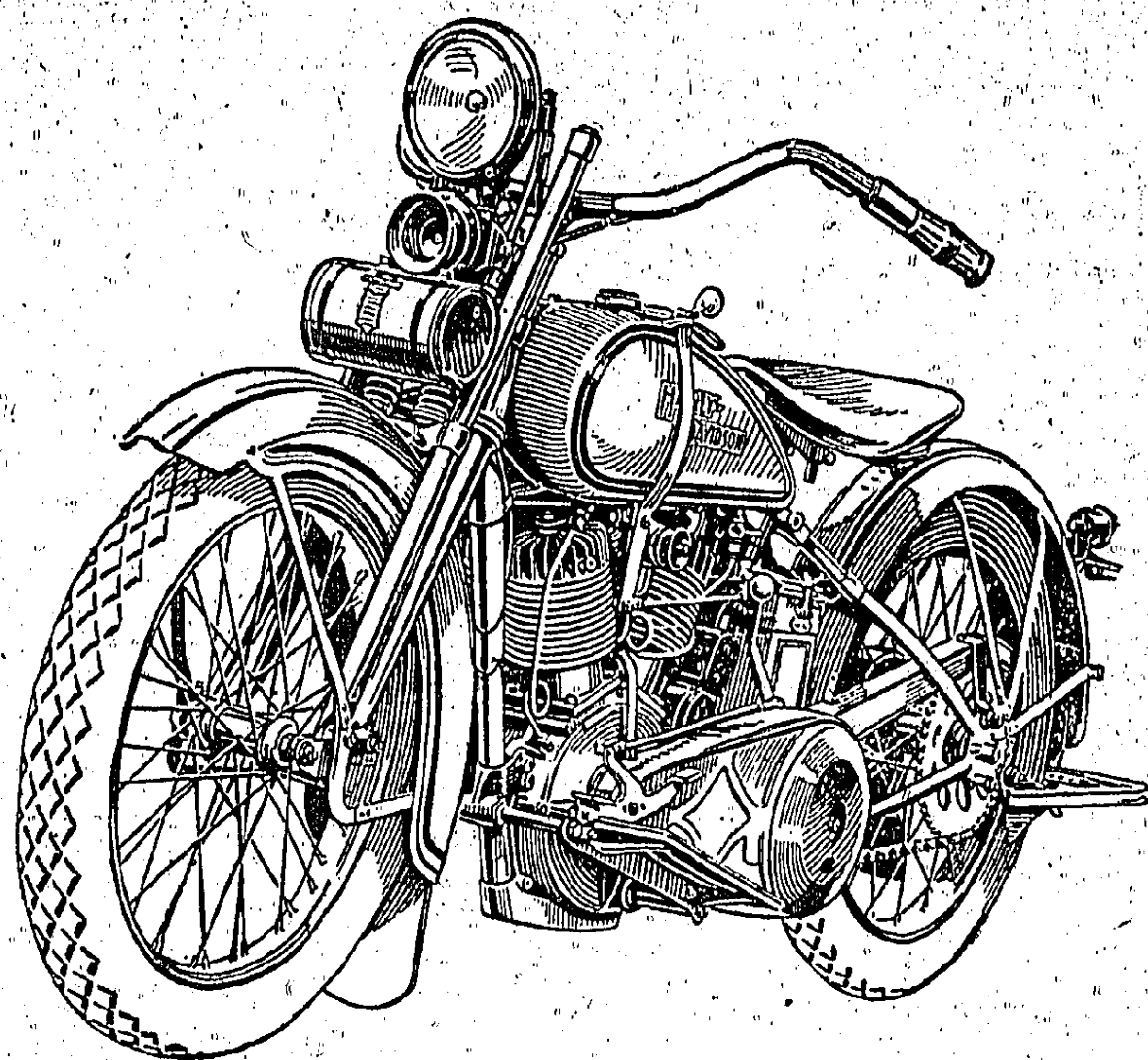
REMARKABLE FEATS.

For the undeveloped territories of the colonies and dominions, the Army's elephant would seem to be particularly well suited, as it can cross gullies with vertical banks three feet high, exert a steady draw-pull of 9,000 lb., haul a ten-ton trailer, load up a gradient of one in ten at seven miles an hour, or travel through soft sand. All those accomplishments and more, it is claimed, can be guaranteed. It can be loaded light and made up as an armoured car, run thirty miles an hour on the road, haul a six-inch howitzer through a river with a depth of over 4 ft. of water, and cut figures of eight on the soft sands of Aldershot's Long Valley.

Whether the "Hathi" has acquired a commercial value as yet cannot be stated. The purchase of a large herd of "elephants" would raise the Army Estimates, but it is hoped that the "elephant" as a subsidised vehicle will find favour with hauliers and agriculturists. It has all the advantages of the caterpillar tractor, and, with its rubber tyres, does not cut roads and paths. The first War Department 30-cwt. subsidy lorries produced in 1922 had no commercial value and cost nearly double the price of today. Now there are six makers turning them out in far greater numbers than can be subsidised. There is reason to hope, it is stated, that when the commercial men will attend the manoeuvres on the look out for everything new in the tractor line see the Army's "elephant" perform it will become popular and so provide a reserve herd against the contingency of war that will cost the country practically nothing for upkeep.

SIMPLIFIED UNITS.

Internal gear pump lubrication and an automatic fan belt tightener are characteristics of a new water pump.



1926 HARLEY-DAVIDSON BIG-TWIN

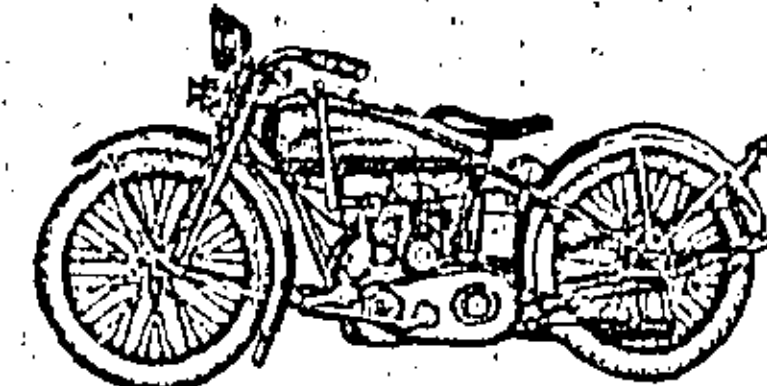
SIXTEEN worth while improvements on the 1925 Harley-Davidson Twin? A still more efficient motorcycle—more comfort and more class.

Big, wide guards—switch panel for ignition and lights—double the battery capacity—clay cut-out—increased generator capacity—and eleven other improvements that help make the 1926 Big Twin Harley-Davidson the greatest value in all the world.

Let us point out these new 1926 features and let us tell you about the other superiorities of the Harley-Davidson. Then give the new model a tryout on the road. NO OBLIGATION, of course.

TWIN FEATURES.

All the speed and power you want and can use. Low saddle position, great riding comfort. Trussed loop frame with forged head. Cushion seat post with long main and buffer springs. Double-acting contracting brake; safe and sure. Dependable Harley-Davidson battery-generator, ignition and lighting system. Helical spring, double acting cushion fork. Avenite lubrication of all bearing surface except in motor transmission. Harley-Davidson mechanical oiler assures proper motor lubrication.



THE NEW HARLEY-DAVIDSON SINGLE (LIGHT-WEIGHT)

Here is just the motorcycle you often thought about and wanted—a single cylinder, easy to ride, low in price, cheap in upkeep.

No trick to ride it. Even the novice can learn in the distance of a city block. Easy to control and handle.

It's an honest-to-goodness motorcycle with performance that thrills the old timers and delights beginners.

Speed?—over fifty and then some. A sturdy single, designed with the exacting thoroughness and built to the high quality standards you expect of HARLEY-DAVIDSON.

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SINGLE FEATURES

Four-stroke cycle motor, 21.1 cu. in. piston displacement, side valve. Harley-Davidson generator—battery, ignition and lighting system on electric model. Switch panel and relay cut-out on electric model. Standard Harley-Davidson spring seat post. Three-speed progressive transmission. Regulation size footboards. Wheelbase, 55 inches. Gasoline capacity three gallons; oil three quarts. Ballon tyres, 26x3.30 inches, regular equipment. 70-80 miles to the gallon of gasoline.

The fittest survive!

The fittest survive! Neither men nor machines, if they are unfit, can long withstand the crushing strain of an exacting existence.

Buick Valve-in-Head motor cars are built on principles that were established when the motor car industry started, and that these cars survived without change in their fundamentals is convincing proof that they are constructed on basic principles that are correct. In the making of Buicks there has been no yearly shifting from one set of engineering and manufacturing principles to an entirely different set. The Buick Valve-in-Head principle was right in the beginning, and it has been right ever since. Each passing year finds this great principle more firmly and securely established in the estimation of the motoring public.

The Valve-in-Head principle is the great reason for the survival of Buick motor cars. If this principle had not been correct, Buick, too, would have found it necessary to jump from one kind of engine to another in a ceaseless effort to find something that would stand the grilling work a motor car is called upon to do.

The Buick has survived every test that more than a million and a quarter users could devise in the most exacting conditions of worldwide service. There could be no better proof that Buick is the fittest among motor cars.

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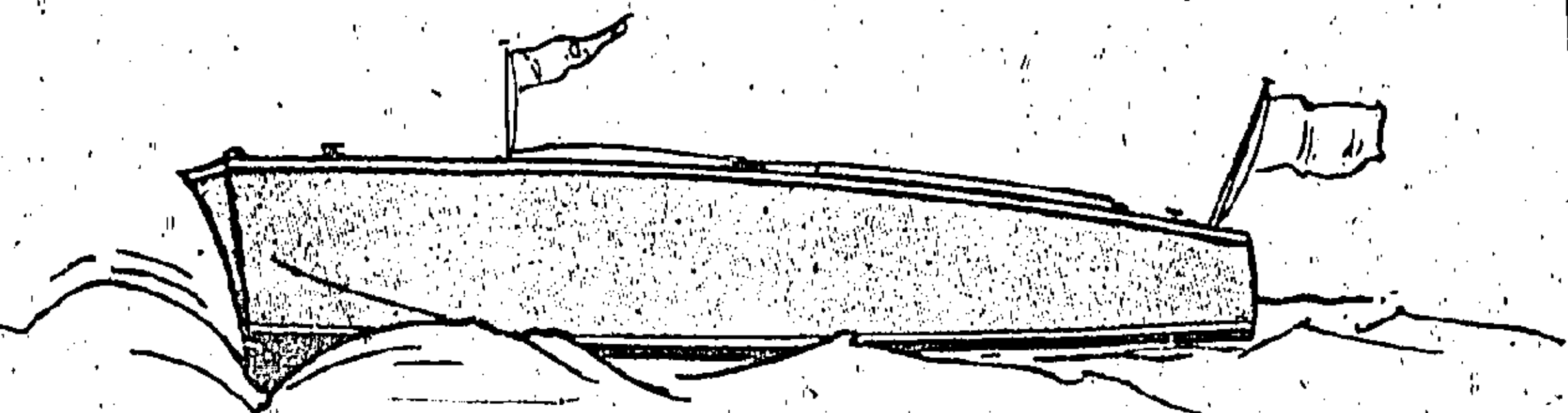
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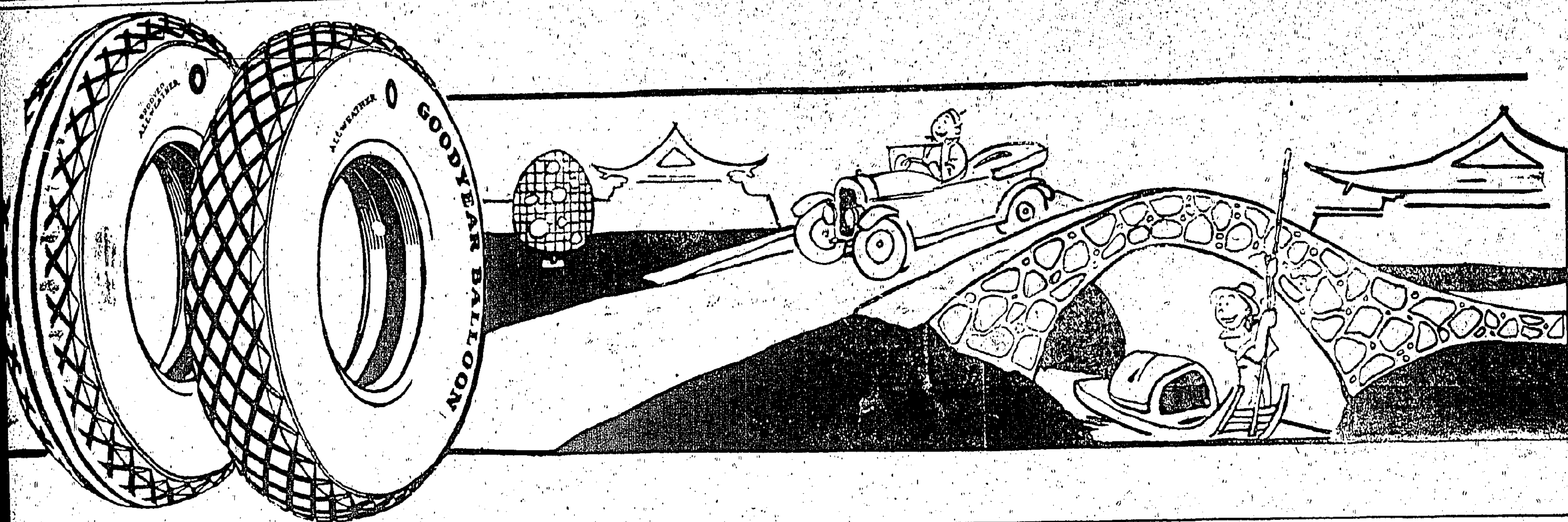
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They Will if They Are Made of
SUPERTWIST—and Goodyears Are.

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They concede their extra comfort and good appearance, but question if balloons will stand severe usage. No such question need disturb the motorist who is thinking about Goodyear Balloon Tyres.

For by force of a new remarkable cord material called SUPERTWIST, Goodyear anticipated and answered this question long before offering its balloon tyres to the public.

Its special adaptability to the balloon tyre is by no means the result of fortunate chance.

SUPERTWIST is the outcome of deliberate and expert design, of long and intelligent search, in Goodyear's own fabric mills, for a new material to meet the new needs of the low-pressure flexible-sidewall tyre.

You want the SUPERTWIST advantages of greater elasticity and durability in the tyres you buy.

Being an exclusive Goodyear development, SUPERTWIST is used in Goodyear Tyres only.

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GOODYEAR
BALLOON TYRES

Made With Supertwist.

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BANK OF CHINA BUILDING, HONGKONG.

PLAY AND PLAYERS.

FOOTBALL GROUNDS, FIXTURES AND TEAMS.

By "Wanderer."

The question of the allocation of football grounds in the Colony and the right of control of the Hongkong Football Association over those grounds has now been settled, and in such a way that the position of the Association, although officially altered, is precisely the same in practice as prior to the unfortunate and perhaps unnecessary dispute.

A meeting of the Recreation Grounds Committee was held on Wednesday and Mr. W. E. Hollands, the secretary of the Association was invited to attend. After some discussion it was agreed that the asterisks, giving the Association Governmental sanction to control grounds, should be removed on the undertaking by the army and navy that they work amicably with the Association in relation to their grounds as has been done in the past.

We understand that the full recommendations of the Committee will appear in to-day's *Government Gazette*.

Thirteen league matches are down for decision to-morrow.

South China meet the East Surreys on the Sookunpoo ground. Just one brief season ago the meetings between these sides were regarded as virtually deciding the destination of the league championship, and though the position has now undergone some change, very great interest is still centred round their duels. It was rumoured yesterday that Li Wai-tong had returned to the Colony but unfortunately for the Chinese the report is without foundation. They will field the same eleven as that which lost to the Tamar though we would suggest that it could be improved if Leung Wing-tat and Suen Kam-shun changed places. The Surreys have lost Charlesworth and McGreavy since last Saturday and the side has undergone considerable change. The result depends largely on the ability of Mackleworth and Jordan to keep Douglas well covered, the forwards are quite good enough to do their share. The Chinese are about due for a win but we prefer to suggest a division of the points.

For their match with the Police, Kowloon will be without McKelvie, who is down with diphtheria, and Cavell drops to centre-half while Linaker is brought into the forward line from the reserves. Linaker, new to the Colony, made a good impression in his early games and it will be interesting to see how he gets on with better men to support him. The Police have not been enjoying the best of luck this season and we are afraid they must anticipate further defeat.

The Royal Artillery meet the Club de Recreo and a good game should result. The R.A. have been obliged to make changes owing to injuries but should win if they manage to keep the Portuguese out in the opening half.

The Club will entertain the Tamar with an unchanged side. The Tamar's first go-ahead forward line will find any weakness there happens to be in the Club defence but at the same time they have been lucky in both their games this season and the Club should at least be the first side to pierce the Navy defence. A close game is certain and we think the Club should just win.

The R. A. Reserves surprised by their win over the Drums but with newcomers in their eleven are unlikely to deal out the same medicine to the Surreys/Reserves. The Drums should beat the Club de Recreo second team, and Kowloon look set for a win over the Club Reserves. South China are very strong and little difficulty is likely to be experienced in taking further points from St. Joseph's, the surprise team of the season insofar as their weakness is concerned.

We know little about the Third Division sides.

The full fixtures for to-morrow are as follows:

Division I.
R. A. v. Club de Recreo—Sookunpoo "B."—4.30.
Kowloon v. Police—Kowloon—4.30.
Surreys v. South China—Sookunpoo "A."—4.30.
Tamar v. Club—Club—4.30.
Division II. A.
R. A. Res. v. Surreys Res.—Sookunpoo "A."—3.00.
Drums v. Club de Recreo "A."—Navy "B."—3.00.

Kowloon v. Club—Kowloon—3.00.
South China "A" v. St. Joseph's—S. China—4.30.
Division II. B.
Drums Res. v. Kowloon "B."—Club—3.00.
St. Joseph's Res. v. Club de Recreo "B."—St. Joseph's—3.00.
South China "B" v. University—S. C. A.—3.00.
Moslem "B" v. St. Jos. Boarders—St. Jos.—4.30.
South China "C" v. Moslem "A"—Sookunpoo "B."—3.00.

PROBABLE TEAMS.

The probable teams for to-morrow's games follow:

Royal Artillery:—Moore; Doody and Trimm; Rachel, Reade and Sands; Newham, Palford, Hems-worth, Bradley and Sowter.

Club de Recreo:—Fernandes; Ogley and Xavier; Sousa, A. A. Remedios and H. C. Remedios; Faertes, Alves, Gosano, Rocha and Brown.

Kowloon:—Vickers; Wheeler and Read; Turner, Cavell and Hayes (capt.); Taylor, McBride, Linaker, Austen and Mason.

Police:—Clark; Wynne and Hattle; Brittain, Oram and Post; Cornwall, McEwen, Noonan, Johnson and Randle.

Surreys:—Douglas; Jordan and Mackleworth; Pether, Mitchell and Bristow; Cooper, Eaton, Humberstone, Butler and Peskett. Reserve: Squife.

South China:—Lau Hing-cheung; Ng Kam-chuen and Chan So; Leung Yuk-tong, Wong Shui-wa and Lam Yuk-ying; Cheung Kam-chuen, Suen Kam-shun, Wong Pak-cheong, Leung Wing-tat and Chan Kwong-ul. Reserve: Wong Mei-shun.

Tamar:—Wavish; Futter and Leung; Sandys, Carter and Rezan; Hanwell, Summers, Rowkins, Blake and Birchall. Reserves: Gray, Badcock and Savage.

Club:—Rodger; Summers and Bishop; Mair, Stewart and Watson; Brodie, Forsyth, Howard, Johnston and Key. Reserve: Pile.

R. A. Reserves:—Stanton; Whittington and Hardy; Sergeant, West and Haynes; Hollands, Dolbear, Christie, Luecock and Rowlands.

Club de Recreo "A."—M. Silva; D'Assumpcao and Gomes; Carvalho, Mareal and C. Remedios; Botelho, Pereira, J. Silva, H. Silva and Mariquez.

Kowloon Reserves:—Rasmussen; Guest and Urquhart; Street, Brown (capt.) and Paseo; Morris, Latham, Vickers, Fitzgerald and Eastman.

Club Reserves:—Slipper; Gerrard and Oswald; Howell, McBride and Pancheson; Bell, Purves, Lyon (capt.), Hill and Curtis. Reserves: Garrod and Dai Black.

South China "A."—Hui Shing-ai; Lo Wai-man and Kwok Shin-yau; Cheung Wing-shing, Chan Woon-yin and Li Kam-lee; Pang Kam-wing, Choi Ping-fan, Ip Kau, Lau Kit-sang and Lau Kau.

South China "B."—Li Cheung-leung; Lam Man and Li Wing-shan; Cheung Cheuk-man, Ng Po-lau and Ko Shek-wai; Ng Tse-hing, Chan Choon-sang, Po Ka-chuen, Kwok Po-kam and Chan Hau-leung.

South China "C."—Cheung Yat; Mak Kwok-long and Mok Ki-yuen; Ng Hing-wa, Leung Ying-lun and Li Ping-tong; Ng Tat-ling, Leung Cheung, Lau Hon-wing, Tin Hap-fat and Lai Ting-choi.

Club de Recreo "B."—Ribeiro; Sousa (S) and A. V. Remedios; Carvalho, Pinna and Hyndman; Sousa (L), L. A. Remedios, Franco, Montalto and da Silva.

LADIES' HARBOUR SWIM.

Getting away with a steady though powerful trudgeon stroke, maintaining even pace throughout, taking the lead one hundred yards from the start, and never being headed, Miss Owen Hughes yesterday afternoon won the harbour race for ladies and the "Manuk" Challenge Cup.

It was Miss Owen Hughes' first attempt in the V.R.C. race and though her time, 41 2/5th seconds cannot be regarded as good, taking into consideration the choppy water and the fact that at no time was the swimmer pressed, the performance was marvellous.

OUR GARRISON.

GENERAL LUARD'S APPRECIATION.

The following message from the D.A.A. & Q.M.G., China Command, is published in the Volunteer Orders:

"The state of affairs in Hongkong having now practically assumed the normal as far as the troops are concerned, the General Officer Commanding would place on record his appreciation of the good work done by the Garrison during the strike and the following period of unrest.

"The extra guards, duties, patrols, and fatigues which they were called upon to do, were all done cheerfully and well and the fact that there was not a single military incident of any sort shows what good tact combined with discipline can effect."

For some time past, the Spanish Press has been referring to the predilection shown by Prince Humberto, heir to the Crown of Italy, for the Infanta Beatrice, eldest daughter of the King of Spain. The young people first met during the recent visit of the Italian Sovereigns to Spain, which was followed by the Prince's journey to South America. Only during the last few weeks an official denial has been published in Rome to the rumours of the betrothal of Prince Humberto to the Princess Marie Josephine de Brabant, daughter of the King of Belgium.



"A fine of 100 kroner for calling the mayor a pig? That's a lot!" "Yes—but look at the price of pork!"—*Vikingsen, Oslo.*

Miss Bouchier, also new to the competition, touched the Praya wall almost two and a half minutes later. Miss Bouchier, alternating with breast and side stroke, swam a good race, following more or less the course set by Miss Hughes, who headed for the ensign of the Hawkins.

Miss B. George and little Doris Hunt struggled hard for third place, but Miss George had taxed her strength by swimming halfway to Vanehai and Doris Hunt in a wonderful spurt took third place eleven seconds ahead.

Phyllis Hunt finished in a shade over the hour and Miss Vos, who was hopelessly out of the race though she pluckily plodded on and finished was registered as 73 45 3/5th.

The winner who was the recipient of congratulations on all sides, said that although she found the choppy water troublesome, she thoroughly enjoyed the swim, though she had no knowledge that she was first home when she reached the sheltered water between the V.R.C. and Murray Pier.

The runner up expressed herself in similar terms in relation to the water and added she was not in the least fatigued. The time-keepers were the Rev. G. T. Waldegrave, Mr. R. C. Wicheil (Secretary of the V.R.C.) and Mr. W. Anderson.

The Rev. G. T. Waldegrave also carried out the duties of Judge.

The prizes, and cups, are to be presented after this afternoon's open race by the Hon. Sir Claud Severn, K.B.E., C.M.G., LL.D.

The Hon. Mr. P. H. Holyoak has signified his acceptance of the presidency of the Victoria Recreation Club in succession to Sir Claud Severn, C.M.G. who is leaving the Colony for good shortly. Mr. Holyoak has always taken a keen interest in the doings of the V.R.C. and his decision has been popularly received.

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THE 'STEVENSON'

\$19.50 each

THE PEALL

\$12.50 each

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\$7.50 and \$10.50

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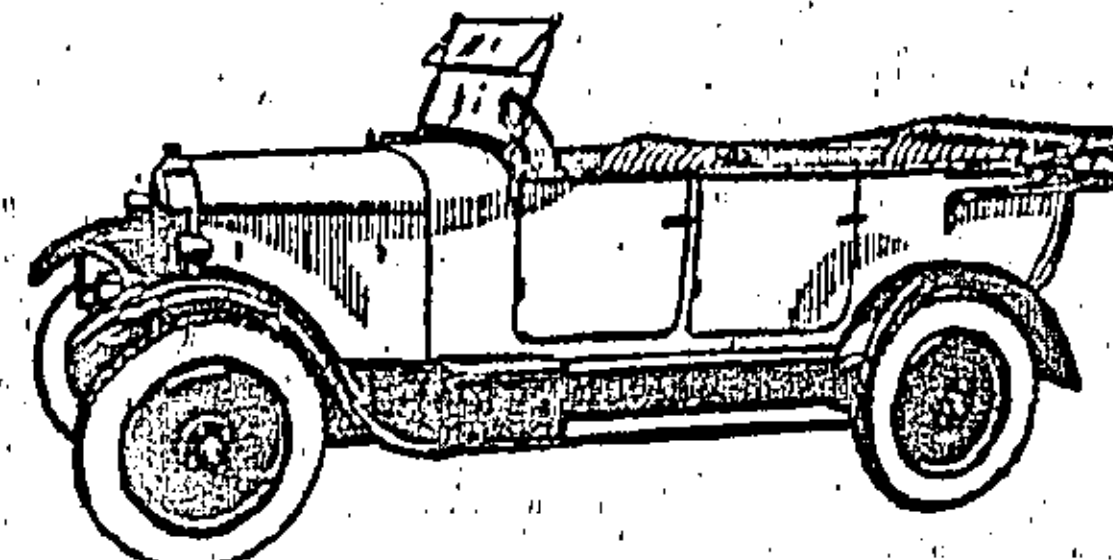
Gruyere (Swiss) — \$1.50

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ANNOUNCEMENT



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She.—Why! To Albert, of course, where we are sure to get the finest French Pastry and the best cooking.

He.—That is so! His French Cakes at \$1.00 per dozen, his Maderie Cakes, his Big Cakes, his Ice-Creams (combined with excellent cuisine) are made exclusively with the butter, milk and cream of the Dairy Farm Co., Ltd.

She.—Quite so! — and he also has a new menu comprising fifty new dishes which you can enjoy any time from 10.30 a.m. to Midnight.

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The K idea of comfort is a shoe that clasps the heel and instep snugly, but leaves the toes free to move naturally as you walk. If your shoes do not give you this comfort try a plus-fitting K which has extra but unseen toe room. For instance, a plus four fitting K shoe has normal heel and ankle with extra but concealed room for the toes.

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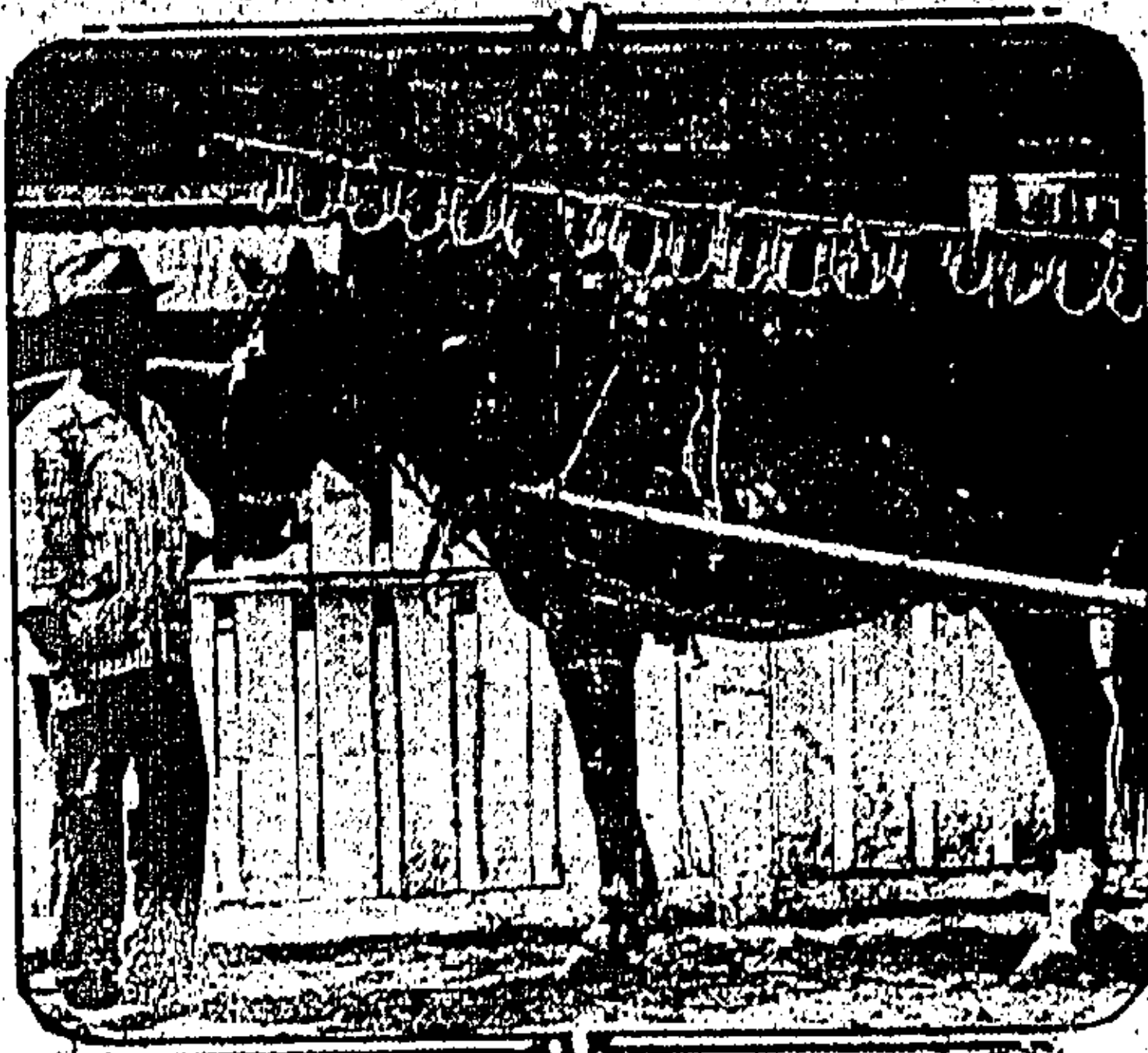
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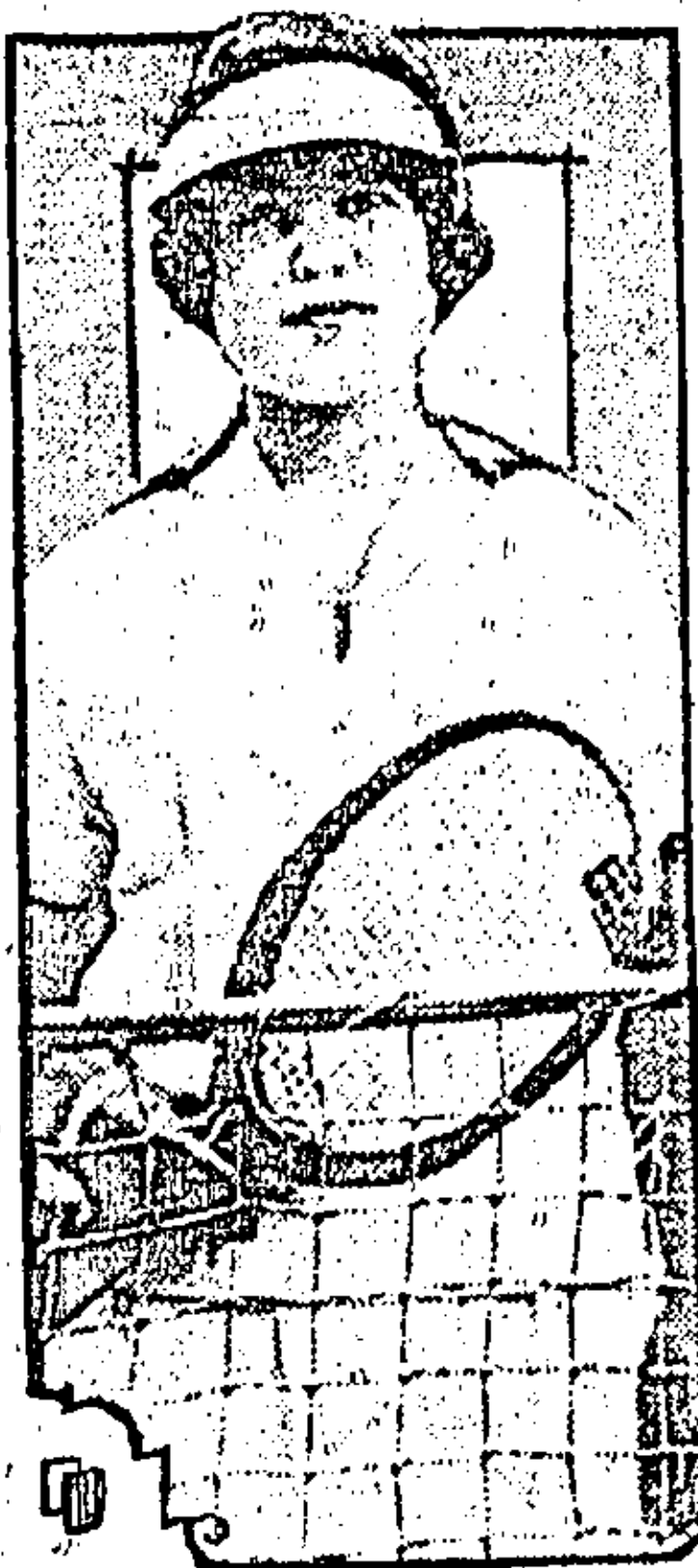
WHITEAWAY, LAIDLAW & CO., LTD.

Trotting Under An Awning.



No thoroughbred ever received better care than "Dan," the old horse that pulls the dray of Joe Welch, of Houston, Tex. "Dan" trots around the streets under an awning devised by his owner.

Japan's Lady Player



Miss Tokuko Moriwake holds the distinction of being the first Japanese woman tennis player to participate in an American tournament. She recently competed in a meet in Southern California.

New Minister.



Mr. Evan E. Young, chief of the State Department division of European Affairs, has been appointed U. S. Minister to the Dominican Republic.

A Zoo Friendship.



"Daisy the Demon," the most savage chimpanzee at the London Zoo, playing with a rat which ran into her cage. The rat escaped unhurt and did not appear to be frightened. ("Times" copyright photograph.)

In Romance.



Mrs. Thelma Morgan Converse of New York (above), now in Paris awaiting a final decree of divorce from her husband, will become the wife of Lord Furness, (below), one of Britain's wealthiest peers, according to reports from the French capital.

New Star.



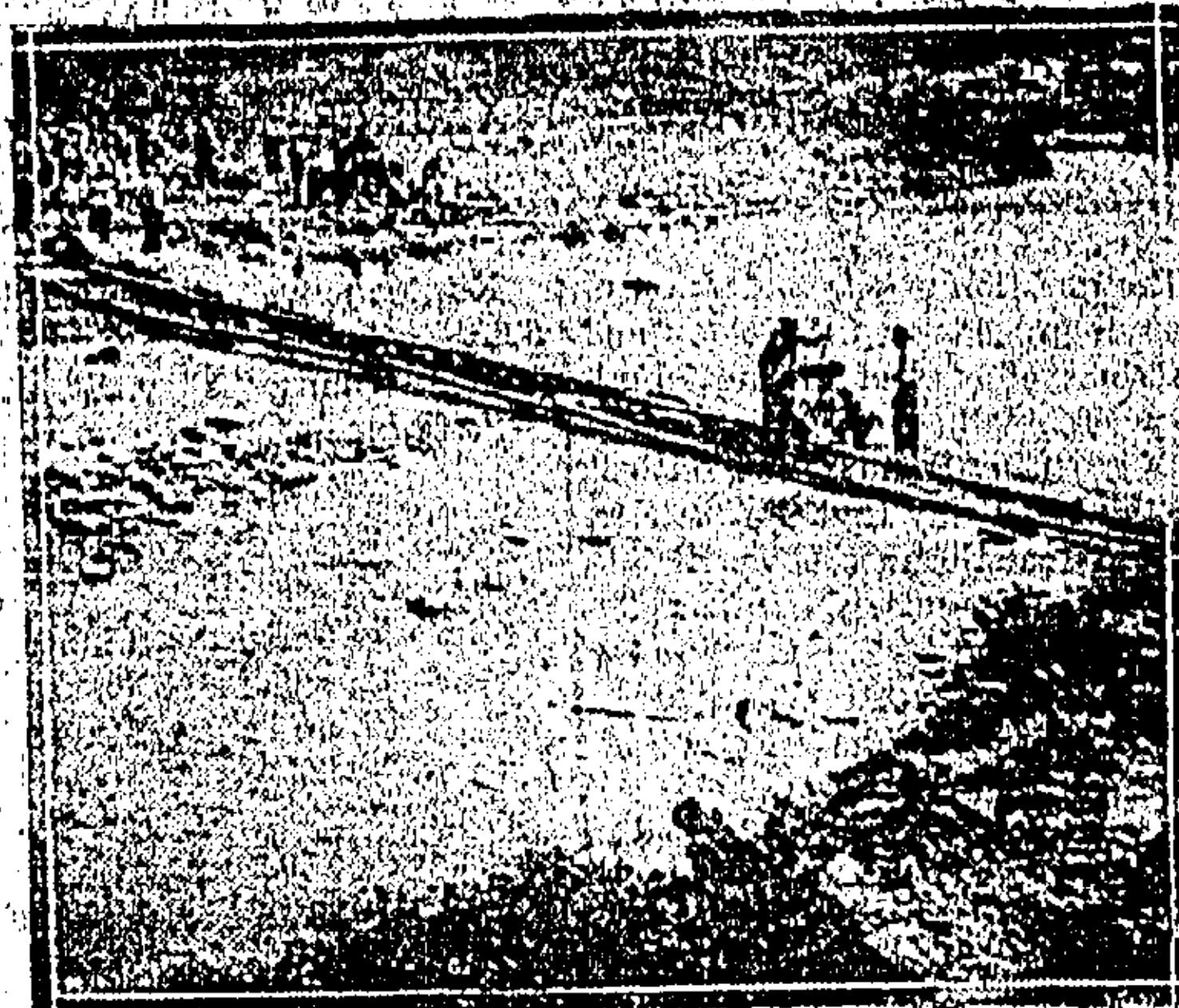
Disolina Giannini, Italian-American concert singer, made a strong impression on her tour of Europe this summer. So favorably was she received in Berlin that she has been looked for an extended engagement there.

Elder Statesman.



Count D'Apponyi, Hungarian statesman and aristocrat of the old order, is the dean of European diplomats. He is one of the leading figures in the League of Nations.

Water Shortage After Flood.



The weather man seems to be most unkind to Dayton, O. The city spent a huge sum to make a repetition of the disastrous Dayton flood impossible and now it is faced with a water shortage. The picture shows men damming up a stream to increase the city's supply.

Butter Made Into Statue.



It required 135 pounds of butter to make this statue of President Coolidge, on exhibition at the Iowa State Fair, Des Moines. It is the work of H. L. Wallace, of Lincoln, Neb., noted butter sculptor. Even the marker, with the slogan, "Keep Cool with Coolidge," is butter.

American Earl.



Here is Oliver H. Wallop, big ranch owner near Sheridan, Wyo., who has just received the title of Earl of Portsmouth, through the death of a brother in London. He says he will never sit in the House of Lords, because to do that he would have to renounce his American citizenship.

EARLIER TELEGRAMS.

BRITISH TRADE IN CHINA.

London, October 22.
The correspondent of the *Manchester Guardian* commercial section, in urging the need of British trade propaganda in China emphasises the American, German and Japanese activity in this respect. He says that trade statistics prove that Britain is losing ground in China, while other countries are gaining it. "We are in danger of losing the China trade forever. The British Government, supported by the big trade federations of the country must take immediate steps to organise a very complete propaganda in China in order to avert such a disaster."—*Reuter*.

COMMUNISTS IN BRITAIN.

London, Oct. 22.
Two more alleged Communists arrested by the Scotland Yard men last night were Hunnington and Robert Arnot, both described as members of the Communist executive.

The four Communist leaders, Murphy, McManus, Arnot and Hunnington were remanded at Bow Street until to-morrow when they will be brought up with eight others and charged with conspiracy to incite mutiny.—*Reuter*.

Warsaw, October 22.
The political police are very active against the Communists of whom 100 were arrested at Bialystok and Slonim, including the entire executive committee of the Communist party in White Ruthenia.—*Reuter*.

FRENCH WAR LOSSES.

Paris, October 22.
According to a summary, the French losses during the present war operations, reported to have been given by M. Painleve before the Finance Committee of the French Chamber, were 1,250 killed up to 31st July in Morocco, including eight French officers and 300 soldiers. (Wounded totalled 5,306, of which 160 were French officers and 1,350 soldiers.) From 1st August to 15th October, the period of greatest activity, 891 were killed, of which 31 were French officers and 293 soldiers, the Foreign Legionaries being counted as Frenchmen. The number of wounded for the same period totalled 2,991.

Those killed in Syria totalled 39 during the first six months of 1925, but from 1st October 535 were killed.

The Moroccan operations cost 950,000,000 francs.—*Reuter*.

Paris, October 22.
Speaking before the financial committee of the Chamber of Deputies M. Painleve expressed the conviction that the Moroccan operations were now virtually completed and if necessary could be

carried out during the winter in order to subdue the yet rebellious tribes, thanks to the arrangements already made. Henceforth every offensive attempt of Abd el Krim would meet with failure and flight and it will not be long before it will become impossible for him because his supporters are forsaking him. Therefore the Government can face the situation with utmost confidence.—*Havas*.

PUBLIC HEALTH OFFICERS.

Geneva, October 22.
The exchange of public health officers in the Far East has been instituted by the hygiene committee of the League of Nations. It began in Tokyo on the 19th and will be concluded at Dairen on the 4th December. Seventeen officials are involved from the public health departments of Australia, China, the Malay States, Hongkong, India, the Dutch Indies, Indo-China, Japan, New Zealand, the Philippines and Russia, with the object of acquainting the officials participating with the organisation and working of the public health services of Japan.—*Reuter*.

SALE OF LAND PROPERTY FORCED.

Mexico City, October 22.
The Senate has passed the first reading of the Calles Bill enforcing Article 27 of the Constitution whereunder foreigners owning land and water properties will be forced to sell them within three years unless they become Mexican citizens. The Bill particularly affects oil and mining companies. The prospects of its final passage seem to be favourable.—*Reuter's American Service*.

GREECE AND BULGARIA.

Athens, October 22.
The Foreign Minister, M. Rendis, has resigned, the Naval Minister, Mr. Hadjikyriakos is temporarily taking his place.—*Reuter*.

Sofia, October 22.
It is semi-officially announced that a detachment of Greeks with artillery entered Bulgarian territory and attacked Bulgarian settlements of whom five were killed. The other Bulgarian soldiers retired. The Greeks occupied three posts.—*Reuter*.

SHIPPING STRIKE PERSISTS.

Melbourne, Oct. 22.
Forty-two vessels in Australian ports are at present idle through the strike.
The Overseas Strike Committee has declared all British ships in Brisbane black.
Thirty of the stowhead crew of the steamer *Ceramic* at Melbourne struck and efforts are being made to bring out the crew of the Port Campbell.
The shipowners have begun advertising for volunteers.—*Reuter*.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.
Authorized Capital - \$50,000,000
Issued and Fully Paid-up - \$30,000,000
Reserve Fund - \$4,500,000
Sterling - \$3,500,000
Silver - \$300,000
Reserve Liability of Proprietors - \$20,000,000

COURT OF DIRECTORS:
G. M. Young, Esq., Chairman
H. P. White, Esq., Deputy Chairman
O. G. M. Bernard, Esq., Hon. Mr. A. O. Lang
W. H. Bell, Esq., W. L. Pattenden, Esq.
A. H. Compton, Esq., J. A. Plummer, Esq.
Hon. Mr. P. H. Holroyd, T. G. Weill, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai - G. H. Stitt, Esq.
LONDON BANKERS:
WESTMINSTER BANK LTD.
CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 21st. Feb., 1924.

HONGKONG SAVINGS BANK.

The business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on Deposits is calculated on the lowest balance during each completed Calendar Month at 3 1/2 per cent per annum. Should there be no balance on any day in a month no interest will be allowed for that month.
Depositors may transfer at their option Balance of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.
For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager.
Hongkong, 7th. January 1925.

THE BANK OF CANTON LTD.

Head Office Hongkong.
Authorized Capital - \$1,200,000
Paid Up Capital - \$1,081,875
Silver Reserve Fund - \$700,000

Foreign Exchange and General Banking business transacted.
Interest allowed on CURRENT ACCOUNTS 2 1/2 per annum on daily credit balances of over \$100.00.

SAVINGS DEPOSITS
4 1/2 per annum
for 12 months 3 1/2 per annum
" 6 " 3 " per annum
" 3 " 3 " per annum
on Demand 2 1/2 per annum

BRANCHES: - Canton, Swatow, Shanghai, Hankow, Bangkok, New York and San Francisco.
LONDON BANKERS: - The Lloyd's Bank Ltd.
LOOK POONG SHAN,
Chief Manager.

THE BANK OF CHINA.

(Specifically authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital - \$50,000,000.00
Paid-up Capital - \$18,278,600.00
Reserve Funds - \$9,678,475.24

HEAD OFFICE: PEKING.
HONGKONG BRANCHES:
4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the World.
LONDON BANKERS: - The National Provincial and Union Bank of England Ltd.
The Guaranty Trust Company of New York.

NEW YORK BRANCHES: - The Irving National Bank, The Equitable Trust Company of New York.
Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSU YEE PEI,
Manager.

ORIENTAL COMMERCIAL BANK, LTD.

HEAD OFFICE:
50 Des Voeux Road Central, Hongkong.

BRANCHES: BANGKOK - SHANGHAI.
Correspondents: - London: Westminster Bank, Ltd.; New York: National City Bank; San Francisco: Union Trust Co. of San Francisco; Canton: Bank.

Authorized Capital - \$5,000,000
Paid Up Capital - \$1,500,000
Modern banking in all its branches. Current accounts savings accounts and fixed deposits solicited. Loans granted on approved securities.
OVERSEAS BANKING & SPECIALITY INVESTMENT - Current accounts 2 per cent savings 4 per cent, Fixed Deposits, 3 months 4 per cent; 6 months 4 1/2 per cent, one year 5 per cent.
Safe Deposits, Boxes for Rent.
Our Vaults safeguarded by time clocks, and double combinations.
Arm-ut plate steel doors.

J. Y. LUM,
Manager.

INTERNATIONAL BANKING CORPORATION.

(Owned by the National City Bank of New York.)

Capital & Surplus - U.S. \$10,000,000
HEAD OFFICE:
60, Wall Street, N.Y.C.
LONDON OFFICE:
36 Bishopsgate, E.C.

BRANCHES:
Barahona, Barcelona, Batavia, Bombay, Calcutta, Canton, Cebu, Colon, Dairen, Hankow, Harbin, Hongkong, Kobe, La Vega, Madrid, Manila, Osaaka, Panama, Peking, Puerto Plata, Rangoon, San Francisco, Cal., San Pedro de Macoris, Santiago de los Caballeros, Santo Domingo, Shanghai, Singapore, Tientsin, Tokyo, Yokohama.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank. We are also able to offer our Customers the services of Branches of the National City Bank of New York in the principal countries of South America and in the West Indies.

O. HOGG,
Manager.
9 Queen's Road Central, Hongkong.

THE YOKOHAMA SPECIE BANK LTD.

Established 1830.
Capital (fully paid up) - Y. 100,000,000
Reserve fund - Y. 63,500,000

HEAD OFFICE: - YOKOHAMA.
Branches and Agencies at:

Batavia, Kobe, Semarang, Bombay, London, Soerabaya, Buenos Ayres, Lyons, Rangoon, Calcutta, Los Angeles, San Francisco, Canton, Manila, Seattle, Changchun, Nagasaki, Shanghai, Dairen, Nagoya, Singapore, (Daing) Nanking, Shimonoek, Fonglin, Osaaka, Sydney, Mukden, New York, Tientsin, Hamburg, Peking, Tokyo, Hankow, Rio de Janeiro, Tientsin, Honolulu, Manito, Vladivostok, Harbin, Karachi, Saigon.

Interest allowed on Current Accounts. Deposits received for fixed periods at rates to be obtained on application.
Mr. C. ABMA,
Manager.
Hongkong, March 11th 1925.

司公理答萊實法中 SOCIETE FRANCAISE DE GERANCE.

DE LA BANQUE INDUSTRIELLE DE CHINE.
ETABLISSEMENT FRANCO CHINOIS.
(Incorporated in France.)

5, Chater Road, Victoria, Hongkong.
HEAD OFFICE:
74, Rue St. Lazare, Paris.

Capital France - Fr. 10,000,000.00
Reserves France - Fr. 10,790,000.00

Working fund provided by THE BANQUE INDUSTRIELLE DE CHINE France 50,000,000

BANKERS:
FRANCE: - Societe Generale Banque Nationale de Credit, Banque de Paris-et des Pays Bas.

LONDON: - Midland Bank Ltd.
NEW YORK: - Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business Transacted. Correspondents throughout the world.

A. ROLLIN,
Manager.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1853.)

Paid-up Capital - £3,000,000
Reserve Fund - £4,000,000
Reserve Liability of Proprietors £3,000,000

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: - HONGKONG.

Authorized Capital - \$10,000,000
Paid-up Capital - \$5,000,000
Reserve Fund - \$1,000,000

DIRECTORS:
Hon. Mr. Chow Shou Sou - Chairman
Fung Ping Shan - Mok Ching Kong
Li Koon Chun - Wong Yun Tong
P. K. Kwok - Hui Yuk Tai
Ng Ching Luk - Kan Yan Po
Pong Wai Ting - Chan Ching Shek

Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES let.
J. Y. LUM,
Chief Manager.

BANQUE DE L'INDO-CHINE (BRANCH BANK.)

HEAD OFFICE:
66, Boulevard Haussmann, Paris.

Capital - Fr. 72,000,000.00
Paid-up Capital - Fr. 68,400,000.00
Reserves - Fr. 69,567,333.54

BRANCHES & AGENCIES:
Bankok, Hongkong, Saigon, Batambang, Manille, Shanghai, Canton, Nankow, Singapore, Djibouti, Papeete, Tientsin, Hsinchong, Peking, Tourane, Hankow, Poon-Pan, Vladivostok, Harbin, Pondicherry, Yunnanfu.

BANKERS:
In FRANCE: - Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

In LONDON: - The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris, Credit Lyonnais.

In NEW YORK: - J. P. Morgan & Co. Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.
A. LECOT,
Manager.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society) BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders - 150,000,000
(\$12,500,000)
Paid-up Capital Guilders - 60,000,000
(\$4,800,000)

Reserve Fund Guilders - 20,535,861
(\$1,642,869)
Special Reserves Guilders - 22,650,000
(\$1,812,000)

HEAD OFFICE: - AMSTERDAM.
Eastern Head Office: - BATAVIA.

BRANCHES: -

Bandjermasin, Kota-Badj, Rotterdam, Bandong, Macassar, Samarang, Bombay, Medan, Shanghai, Calcutta, Padang, Singapore, Sourabaya, Palembang, Soerabaya, Djember, Soerakarta, Djokjakarta, Ponnang, Tegal, (Solo) Kobe, Pontianak, Tjilatjap, and The Hague, Rangoon, Weltevreden, London Bankers: - National Provincial Bank, Ltd.

Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION.
M. J. HERBSCHLIEB,
Agent.

THE P. & O. BANKING CORPORATION, LTD.

(Incorporated in England 1920)

With which is allied THE ALLAHABAD BANK, LTD. INDIA.

Authorized Capital - £5,000,000
Subscribed and Paid-up - £2,594,160
Reserve Fund - £1,500,000

HEAD OFFICE:
122, Leadenhall London E.C.3.

WEST LONDON BRANCH:
14-16, Cockspur Street, London S.W.1.

EASTERN BRANCHES:
Bombay, Calcutta, Karachi, Madras, Colombo, Singapore, Hongkong, Canton and Shanghai.

The Corporation undertake General Banking and Exchange Business of every description and is addition to its Branches has Agencies in all the principal cities of the world.

L. E. HOPKINS,
Manager.
22, Des Voeux Road Central, Hongkong.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL:
Authorized Capital - \$2,000,000.00
Issued - 8,000,000
Paid-up - 4,000,000
Reserve Liabilities of Shareholders - 4,000,000
Surplus - 825,000

HEAD OFFICE: - SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking, and Exchange business transacted.

H. L. HUANG,
Manager.

FOR ATTENTION OF MASTERS OF NORTH-BOUND STEAMERS.

As, during the North-East Monsoon there is always a possibility of North-bound steamers running short of BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are re-transmitted by the Great Northern Telegraph Co. and a wire to "TAIT" or "COALBUNKER" AMOY, will receive their prompt attention.

Code, Bentley's Complete Phrase Condensed.

Mr. J. CRAWFORD,
Manager, Hall
No. 14, Zetland Street.

Chesterfield

CIGARETTES



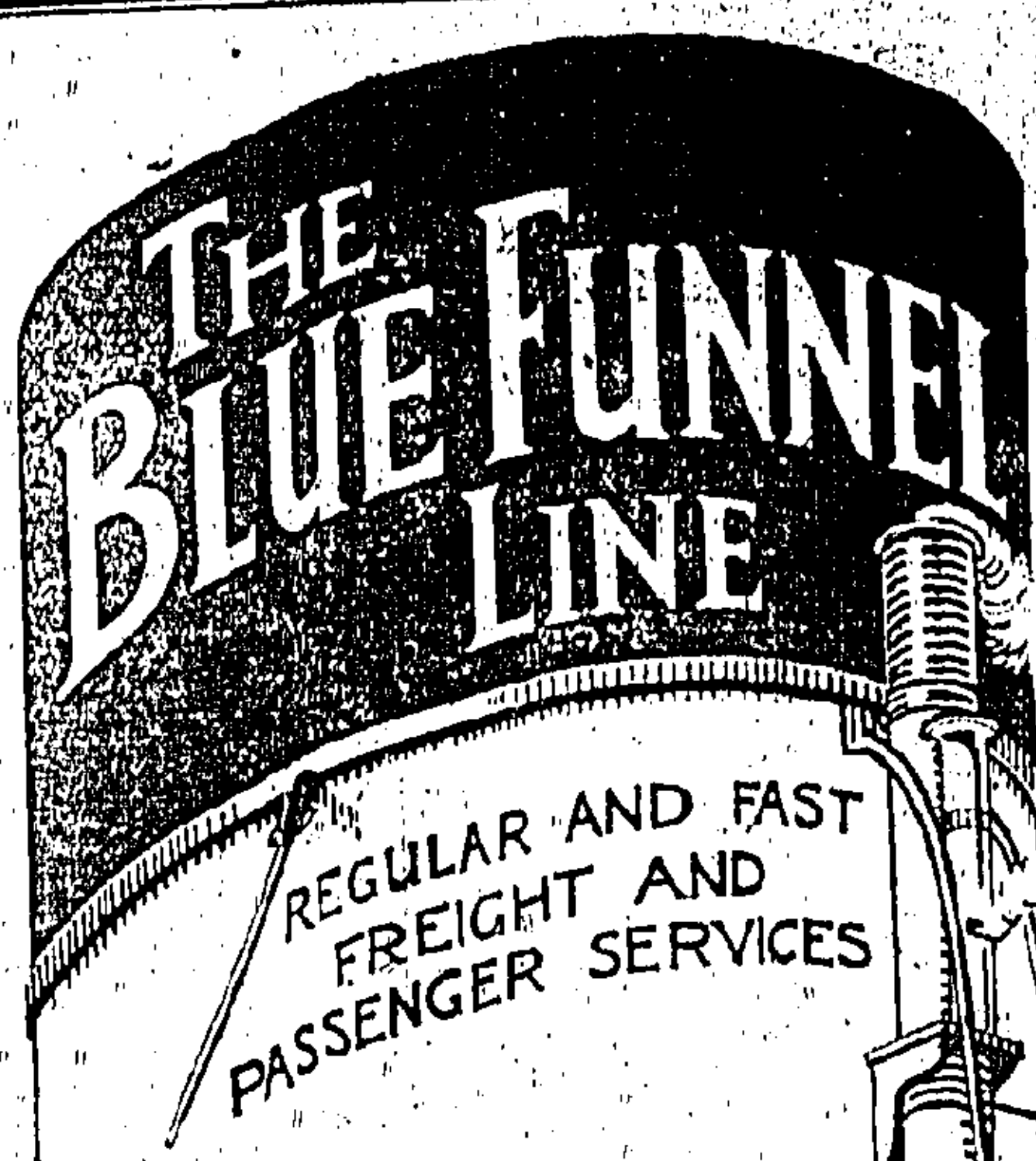
NOW ON SALE
IN ALL LARGE
CITIES IN CHINA

A perfect blend
of three fine tobaccos

Of course the exact tobacco ratios of the Chesterfield blend are a cherished secret.

But any tobacco man can tell you that if you blend Virginia, Turkish, and Kentucky Burley in anywhere near the right proportions, you can secure mildness without flatness, richness without over-richness, and "body" without harshness. How exactly this has been calculated in the Chesterfield blend may be judged from the fact that last year in the United States, the sales increase of Chesterfield was twice that of all other cigarettes combined.

Obviously, "such popularity must be deserved."



REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE

"GAECHAS" 3rd Nov. Marseilles, London, R'dam & H'burg.
"SARPEDON" 18th Nov. Marseilles, London, R'dam & Glasgow.
"TROIUS" 1st Dec. Marseilles, London, R'dam & H'burg.
"PATROCLOS" 16th Dec. Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"ALAX" 1st Nov. Genoa, Havre, Liverpool & Glasgow.
"DIOMED" 12th Nov. Genoa, Havre, Liverpool & Glasgow.
"MELEAUS" 1st Dec. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE

via KOBE & YOKOHAMA.
"PULLOCTES" 30th Oct. Victoria, Vancouver & Seattle.
"TYNDAREUS" 21st Nov. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"PYRHIUS" 19th Nov. Boston, New York & B'more via Ruez.
"KEEMUS" 7th Dec. Boston, New York & B'more via Suez.

PASSENGER SERVICE

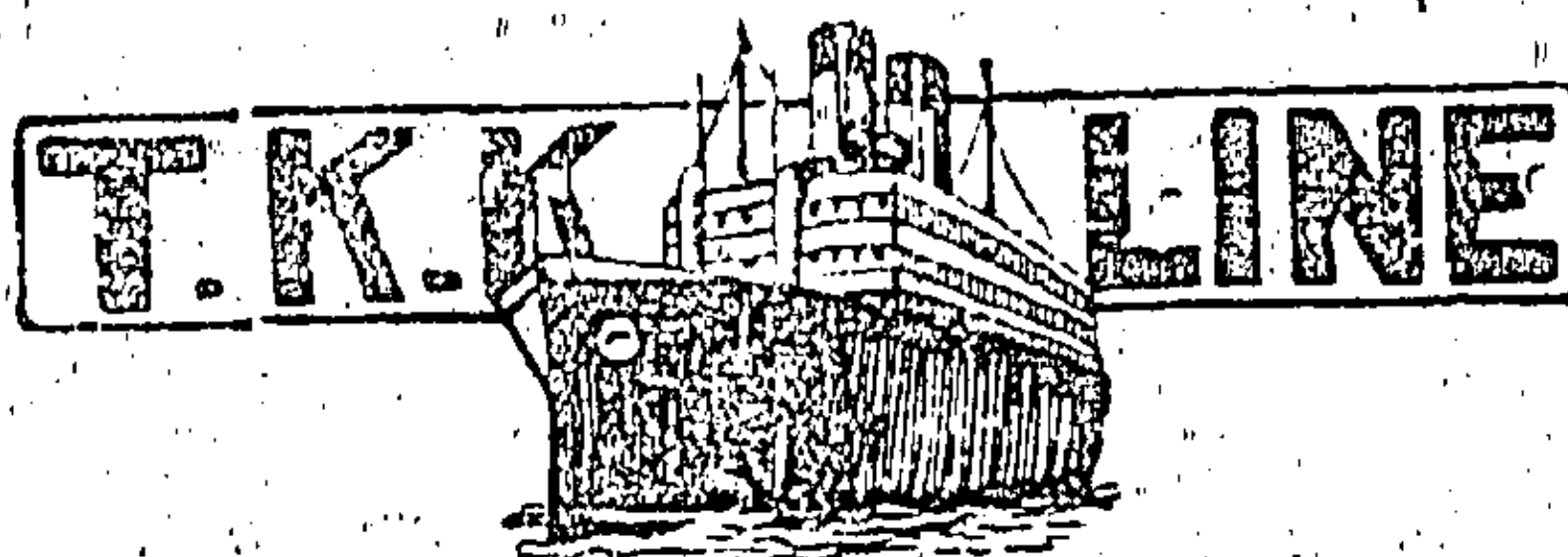
"SARPEDON" 18th Nov. Singapore, Marseilles & London.
"PATROCLOS" 16th Dec. Singapore, Marseilles & London.
"ANTENOR" 12th Jan. Singapore, Marseilles & London.
"HECTOR" 3rd Mar. Singapore, Marseilles & London.
"SARPEDON" 7th April. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to:-

Butterfield & Swire.

Agents.



HONGKONG—SAN FRANCISCO LINE

via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

Connecting at San Francisco with Southern Pacific.
Santa Fe & Western Pacific Railroads.

Sailing from Hongkong

"KOREA MARU" (Omit Honolulu)..... November 3rd.
"SHINYO MARU"..... November 17th.
"SIBERIA MARU" (Omit Nagasaki)..... November 29th.
"TATTOO MARU"..... December 27th.
"TENYO MARU"..... January 11th.

Proceeds up River and berths alongside Mantau wharf at Shanghai.
"KOREA MARU" and "SIBERIA MARU" proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

"BOKUYO MARU"..... November 28th.
"RAKUYO MARU"..... January 20th.

Y. TSUTSUMI, Manager.

Agent at Canton.

King's Building.

Messrs. T. E. GRIFFITH, Ltd.

Tel. C. 2874 & 2875



"TRANS-PACIFIC EXPRESS SERVICE" SEATTLE & VICTORIA SHANGHAI—KOBE—YOKOHAMA

S.S. "PRESIDENT MCKINLEY"..... October 24th, 5.00 p.m.

S.S. "PRESIDENT JEFFERSON"..... November 5th, 5.00 p.m.

EUROPE

See Seattle-Chicago-New York

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

FOR MANILA

S.S. "PRESIDENT JEFFERSON"..... October 28th, 5.00 p.m.

TRAVEL FIRST CLASS ON A FIRST CLASS STEAMER

Through Bills of Lading to all United States and Canadian Overland points, also via Panama Canal Lines to Atlantic Ports.
Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

AMERICAN ORIENTAL MAIL LINE

OPERATED FOR

United States Shipping Board

by Admiral Oriental Line, Managing Operators
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

PACIFIC SHIPPING

TWO-WAY SERVICE



WHETHER you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

With most frequent and convenient service, these great oil-burning liners are notable for their speed and steadiness. All staterooms are outside rooms, with real beds (not berths) and luxurious furnishings. DOLLAR Line cuisine is world-famous.

STOPS ALLOWED AT ANY PORT OF CALL

Eastbound: Shanghai, Kobe, Yokohama, Honolulu
Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—
and ten other ports round-the-world

NEXT SAILINGS

EASTBOUND WESTBOUND
PRESIDENT WILSON Oct. 24, 4.00 p.m.
PRESIDENT LINCOLN Nov. 7, 4.00 p.m.
PRESIDENT GARFIELD Oct. 27, 8.00 a.m.
PRESIDENT LINCOLN Oct. 30, 8.00 p.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

FOR PASSENGER OR FREIGHT RATES, APPLY TO

DOLLAR STEAMSHIP LINE

HONG KONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
No. 4 DES VOEUX ROAD, HONG KONG
Telephone: Central 2477, 2478 and 795

POST OFFICE NOTICE

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.

The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during General Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Pedder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.

Radio Traffic with Canton is suspended until further notice.
Interport Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.

INWARD MAILS

From	Per	Due
Straits	Fooksang	October 23
Amoy	Talma	October 23
Europe via Negapatnam, (Papers only, London, 24th Sept.)	Kutsang	October 23
Japan	Fushimi Maru	October 23
Manila	Pres. McKinley	October 23
Manila	Pres. Wilson	October 23
Shanghai	Liangchow	October 24
Europe via Negapatnam (Letters only, London, 24th Sept.)	San Francisco Maru	October 24
Straits	Garbeta	October 24
Manila	Emp. of Canada	October 25
U.S.A., Canada, Japan and Shanghai	Pres. Jefferson	October 26
U.S.A., Honolulu, Japan and Shanghai	Pres. Lincoln	October 29
Manila	St. Albans	November 2
Australia and Manila	Tanda	November 6

OUTWARD MAILS

For	Per	Date
Hoihow	Kiungchow	Fri, Oct. 23, 10.30 a.m.
Swatow, Amoy and Foochow	Haiching	Fri, Oct. 23, Noon
Fort Bayard	Hoi Nam	Fri, Oct. 23, 4 p.m.
Hoihow and Pakhoi	Lok Sun	Fri, Oct. 23, 5 p.m.
Manila	Isla de Panay	Fri, Oct. 23, 5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles	Fushimi Maru	Sat, Oct. 24
	Reg.	8.45 a.m.
	Letters	9.30 a.m.
	(Due Marseilles 23rd Nov.)	

*Shanghai, *Japan, Honolulu, *Canada, *U.S.A., *C. & S. America, and *Europe via San Francisco
President Wilson.....Sat, Oct. 24
Parcels.....noon
Registration.....2.15 p.m.
Letters.....3.30 p.m.
(Due San Francisco 18th Nov.)

Shanghai, Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C. and Europe via Siberia (Letters and post cards specially superscribed "Via Siberia" only.)
Pres. McKinley.....Sat, Oct. 24
Parcels.....noon
Reg.....2.45 p.m.
Letters.....3.30 p.m.
(Due Victoria, B.C. 18th Nov.)

Straits and Calcutta.....Talma.....Sat, Oct. 24
Parcels.....5 p.m.
Letters.....5 p.m.
Formosa.....Fooksang.....Sat, Oct. 24, 5 p.m.
Swatow Amoy and Formosa.....Hosan Maru.....Sun, Oct. 25, 9 a.m.
Amoy.....Kutsang.....Mon, Oct. 26, 5 p.m.
Haiphong and Bangkok.....Kwangtung Tuen, Oct. 27, 9.30 a.m.

*Correspondence bearing vessel's name only.

PACIFIC SHIPPING



EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC
LARGEST, FASTEST & MOST LUXURIOUS
STEAMSHIPS.

NEXT SAILING

for the

PACIFIC COAST

via Shanghai and Japan Ports

S.S. "EMPRESS OF CANADA"

FRIDAY, OCTOBER 30th, 1925.

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Nov. 4	Nov. 6	E/RUSSIA	Nov. 7
Dec. 3	Dec. 5	E/ASIA	Nov. 6
Dec. 18	Dec. 20	E/CANADA	Dec. 21

Passenger Department:
Freight and Express:

Tel. C. 752; Cables: "GACANPAC"
Tel. C. 42; Cables: "NAUTILUS"

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 28th October.

For SINGAPORE, PENANG & BELAWAN BEL DIRECT.

Offers excellent saloon accommodation, and lower Berths English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$100.00
In connection with the Royal Packet Navigation Co. (K.P.M.) services to all destinations in the Netherlands East Indies and Australia.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. Work Building. Charter Room.

INDO CHINA STEAM NAVIGATION Co., Ltd.

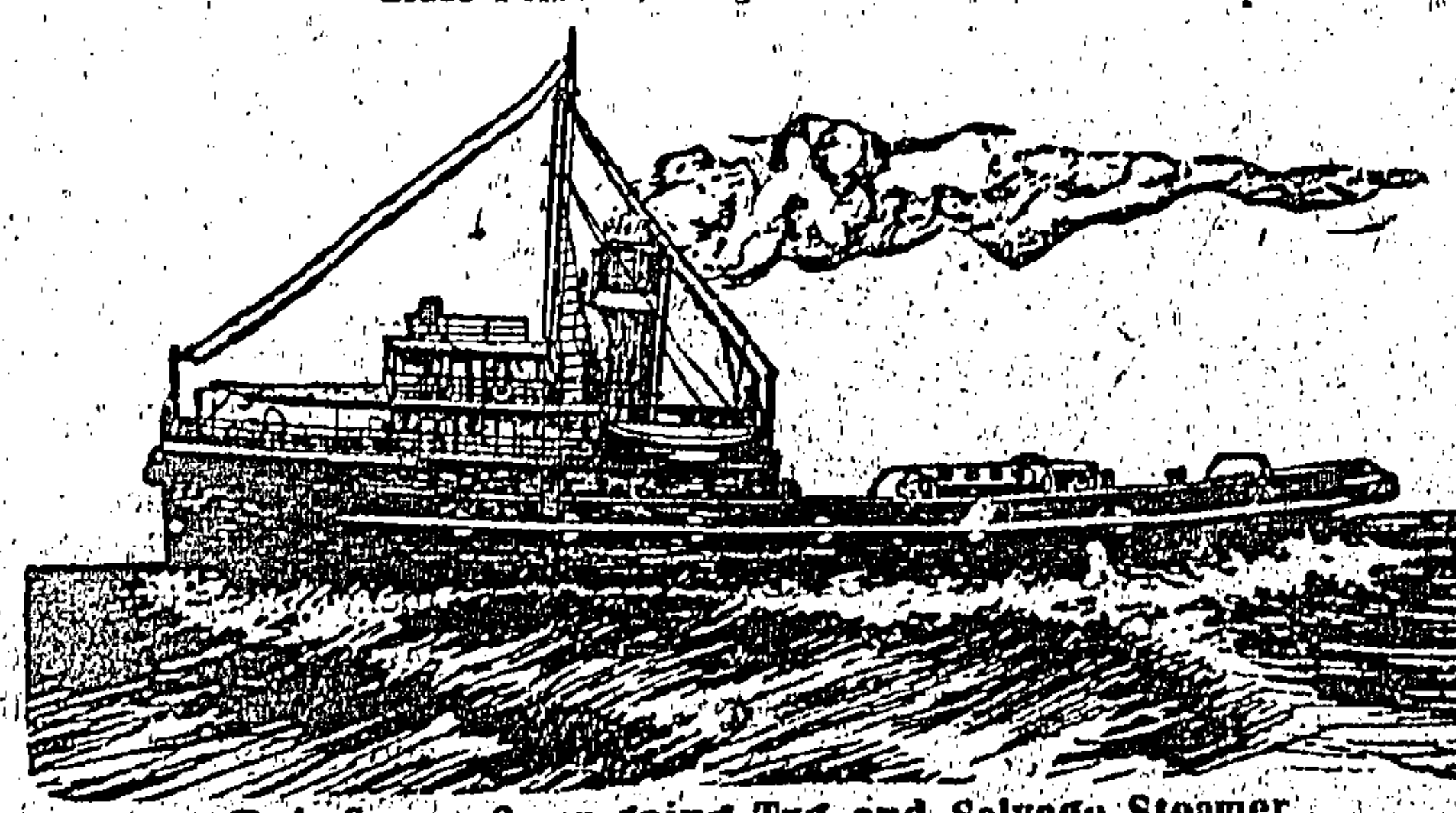
SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailings
HAIPHONG via Hoihow Mingsang	Fri. 23rd Oct. at 10 a.m.	
HONGKONG	Chaksang Sat. 24th Oct. at noon.	
KOBE via Moji	Fooksang Sat. 24th Oct. at 5 p.m.	
KOBE via Amoy & S'hai	Kutsang Tues. 27th Oct. at 7 a.m.	
SHANGHAI via Takao	Fausang Wed. 28th Oct. at 7 a.m.	
STRAITS & Calcutta	Niamsang Sat. 31st Oct. at noon.	
TIENSIN	Cheongshing Sun. 1st Nov. at noon.	

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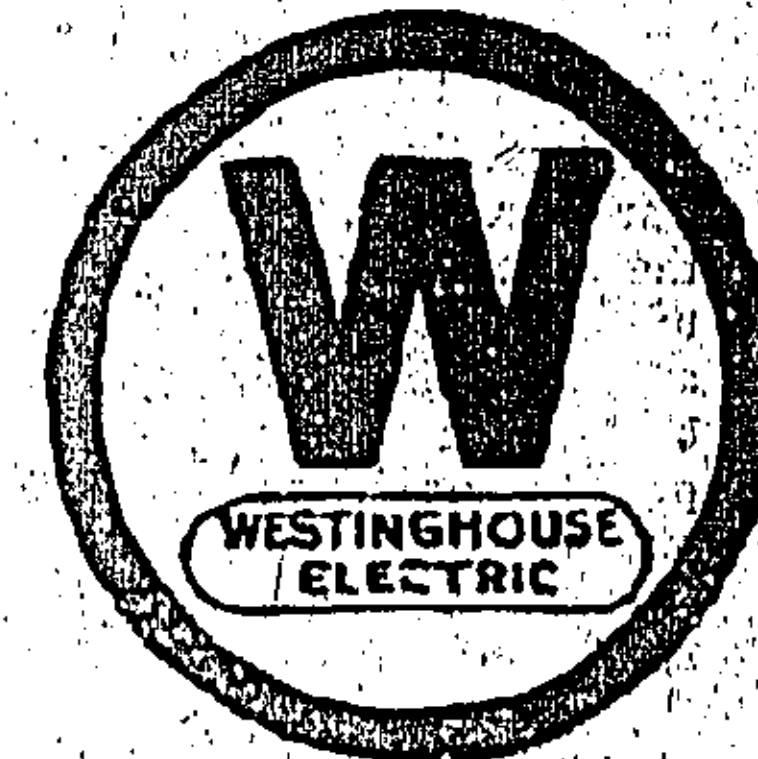
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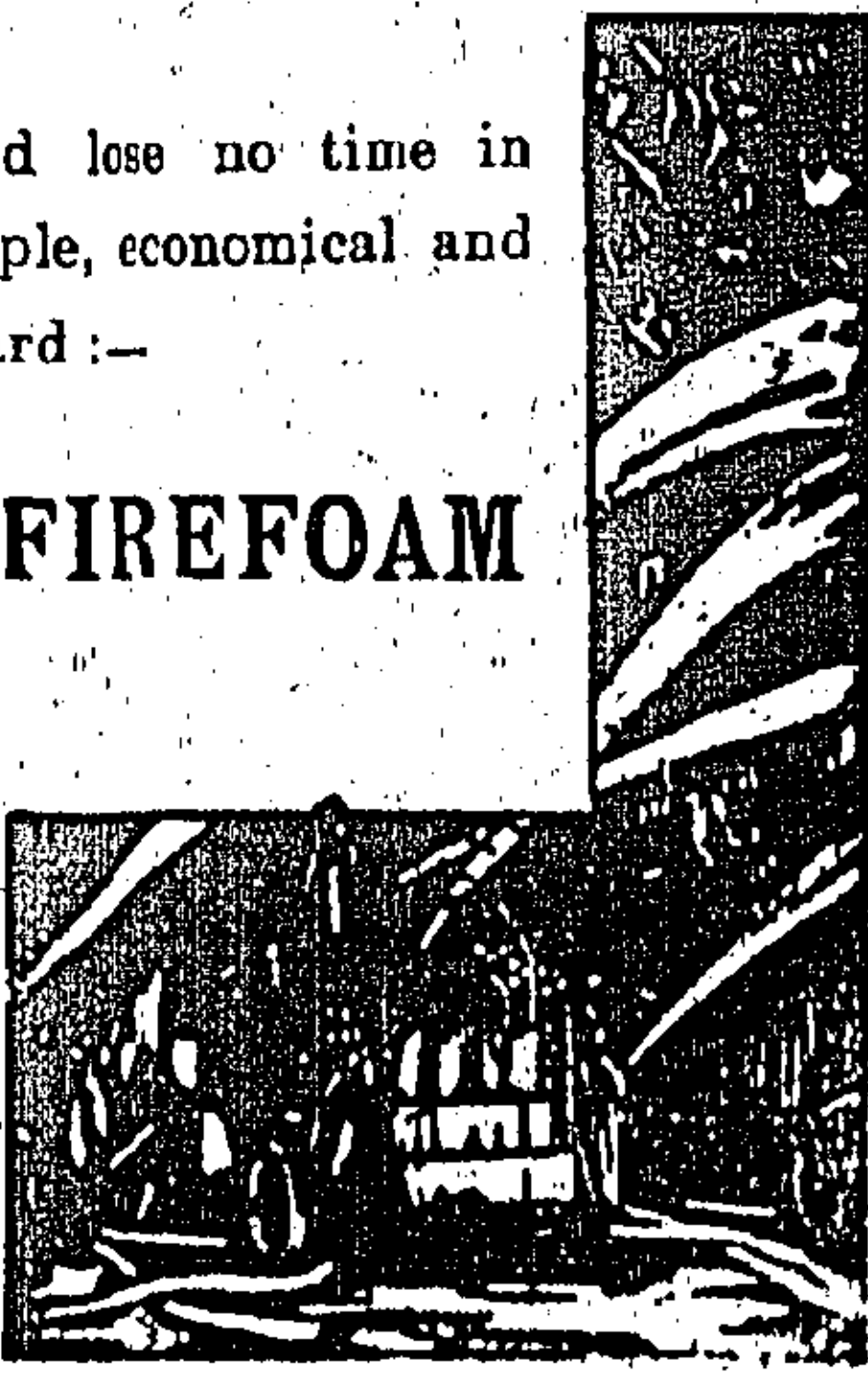
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RE-MAPPING THE
HEAVENS.Revision of Constellation
Boundaries.

Among the subjects discussed at the recent meeting of the International Astronomical Union at Cambridge was a proposal, brought forward by M. Strobant, a Belgian delegate, to revise the boundaries separating the constellations into which the stellar universe was divided centuries ago, and a sub-committee was appointed to deal with the matter so far as the northern hemisphere is concerned.

There are many star charts and catalogues in existence, but no two agree as to the boundaries. Now that astronomers are attacking so many problems of the stellar universe it is important that all over the world it should be possible to refer every star to some definite star-group, and that so far as is possible the old names should be retained.

The enormous improvements in the size and space-penetrating qualities of modern telescopes have demonstrated in a marvellous way how small a proportion of the stars in space is visible to the naked eye. Persons with good eyesight can see stars from the first to the sixth magnitudes, and in the whole heavens that means about 7,000 stars visible without optical help. There are now telescopes by which the existence of well over 100,000,000 stars have been made known, and the photographic survey of the heavens that has been in progress for the last thirty years, during which 20,000 separate plates have been taken covering the whole sky in both hemispheres, has accurately recorded the positions of some 50,000,000 stars from the first to the fourteenth magnitudes.

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The problem now is to allot this huge number of stars to separate and accurately defined constellations, divided by boundaries agreed to by the world's astronomers.

From the point of simplicity the ideal boundaries would be those proposed by Sir John Herschel, each constellation to be enclosed by parallels of latitude and meridians of longitude, or declination and right ascension, as astronomers term these dividing lines in the sky. But this would entail not only a wholesale revision of star names and catalogues, but also necessitate a complete mutilation of the mythical beings and animals immortalised in the constellation by the primitive and imaginative astronomers who mapped the northern heavens more than 2,000 years ago. However desirable, such symmetrical boundaries are now impossible.

The new boundaries will follow closely those now in existence; they will preserve the Bear and the Lion, Andromeda and her parents, Cepheus and Cassiopeia, and the gallant Perseus, who rescued her from Cetus, the sea-monster. Looking at this great great classical tableau, which reaches from the Southern horizon to the Pole Star, we recall our first knowledge of the heavens, and renew our acquaintance with the mythology of our school days.

The main boundaries of the great star groups will not be altered, but certain stars sometimes included in another will be definitely allotted to one particular group, and the boundaries altered as little as possible.

CHANGES OF POSITION.

A thousand years from now another slight revision may be necessary, for all the stars are slowly moving and changing their relative positions. But movements are so slight that they are only made perceptible by refined methods of measurement. The bright yellow star Arcturus, the handle of the Plough, though it is actually moving across our line of sight at a speed of over 300 miles a second, is so distant that its apparent change of position since Hipparchus made his star catalogue about 130 B.C. has been little more than one degree, or twice the diameter of the full moon.

The new boundaries will greatly simplify the labours of astronomers, particularly with regard to the phenomena of new and variable stars and the appearance of meteors, and prevent the confusion that now at times arises by the use of different boundaries in different star atlases.

THE BUDGET DEBATE.

(Continued from Page 5)

With regard to the trees in Nathan Road, referred to by the Colonial Secretary, I quite agree with the hon. member that the banyan trees are most unsuitable and I shall be glad to see them removed. At the present they do not appear to be doing any particular harm, and if we remove them now we shall have to spend a fairly considerable sum in replacing the road where the trees have been and generally making things tidy. It would be a mistake to put this work in hand now considering that in a year or two we shall be improving and strengthening the roads.

With regard to motor traffic, I quite agree with the hon. member's views, but at the same time I deprecate the idea that every road in this Colony should be of such a width as to encourage people to ride down them at the greatest possible speed. If drivers would exercise a reasonable amount of thought and intelligence they would slow down naturally until one person has crossed the bridge. The practice of widening and improving the roads of the Colony just for the sake of trying out the powers of motor cars does not command my sympathy.

The Colony's Reserve.

The hon. member went on to suggest that economies could be carried too far and said that in his opinion the financial situation was not such as to necessitate applying the axe to works urgently required, and went on to remark that I suggested last year \$5,000,000 as a suitable figure for a reserve. Speaking under the same conditions as last year I should repeat that, but speaking under the conditions as they exist this year, I am by no means sure that I should. Five million dollars is a nice sum to have in hand for a rainy day when everything is going satisfactorily, but if your revenue for reasons beyond your control is extremely uncertain and may very likely come very far short of balancing your expenditure, I think it is desirable to keep your reserve as high as you can by cutting out all work not absolutely necessary. I trust and believe that in a few months or a year's time at the latest, the Colony will be able to bring forward a supplementary list of works which will enable the hon. member to see the streets properly named and the other things he has suggested, but at the same time I deprecate taking a too optimistic view of the situation, which cannot at the present time be said to be entirely satisfactory.

Education.

I have left to the last the question of education, which was raised by the Attorney General, and by the senior Chinese member. I am afraid I was so wrapped up in the wonderful construction of my predecessor's last paragraph that I rather missed the exact meaning of the Attorney General's remarks. I think, however, it must be admitted that something has gone wrong with education as applied to the Chinese along Western lines, and the part which students, who should be supposed to have acquired an intelligence beyond that of their uneducated countrymen, have shown that they possess it less than the beast that perishes. Our mistake has been in attaching too much importance to Western education, from which, if you come to examine the matter very closely, it is not clear that all Occidentals profit. It is certainly a mistake that we have not encouraged as much as we might have done, vernacular education of Chinese. I may tell you that the Director of Education is devoting much time to the discussion of this subject with my entire sympathy and support, and I hope that in due course it will be possible to provide a chain of Chinese education from the vernacular schools for Chinese to a Chinese faculty in the University. I think I have dealt with all the points raised, and any other points hon. members desire me to dilate upon further, I shall be prepared to do so. (Applause.)

UNOFFICIALS REPLY.

Hon. Mr. Holyoak: Sir, in replying briefly to the explanations made, I desire at the outset to associate ourselves with the remarks which have fallen from you with regard to the Colonial Secretary. I certainly anticipated he would be present at a later meeting and that we should have occasion to say farewell on that occasion, otherwise I should have referred to it myself.

I should like to make some brief reference, Sir, to the water scheme. We were glad to receive the as-

urance that the Shing Mun Valley water scheme is being proceeded with. I must confess, however, that I was somewhat surprised to hear that the mechanical filtration system in Bowsh Road had been definitely settled without reference to the Public Works Committee, for the simple reason that the Director of Public Works knows well that this Committee went to the trouble of inspecting the Bell's Filtration System in use at Taikoo Sugar Refinery, and from that time on no report or reference has been made to it in connection with the matter. I fear now for the first time that the Patterson system has been adopted. I happen to know that this system is not in general use in England, compared with the system we advocated which has been almost universally adopted at home and has given universal satisfaction. I submit, that under the circumstances the report of the Water Engineers sent home to investigate the matter should have been submitted to the Public Works Committee before this system was definitely embarked upon.

Votes Without Notes.

As to the explanation of the Director of Public Works in connection with Other Charges, my remarks in connection with the \$40,000 really bear upon the general subject of putting in large sums of money in financial votes without a definite explanation. We have on more than one occasion within the last few weeks had to refer to the votes and have had to pass them without explanation. His Excellency the Governor: May I interrupt the hon. member. I think he has rather misread or misunderstood the figures. The cost referred to on Page 79 is made up of a very large number of estimates, the differences of which are explained. I think the hon. member thought it was one item for a sum of \$40,000. That is not the case. The difference is between the two totals.

Hon. Mr. Holyoak: I think that is so, Sir. The point is that members do not understand the full import of these estimates. The Director of Public Works, in regard to the Praya drainage scheme, hoped that the contractor would remedy this. Surely it is within the compass of the Director of Public Works to insist upon it. With regard to refuse destructors, notwithstanding the statement the Colonial Secretary has read to us, I beg you to note it is the unanimous recommendation of the Unofficial members that refuse destructors be provided.

The Effect of the Strike.

I am glad to know, Sir, that some arrangement will be made for the continuation of figures in connection with the Imports and Exports Department. I have been asked to raise this question by interested merchants, who, perhaps, are more interested than you think they appear to be. In almost every other port in the world there are Customs, but in Hongkong we have none. These trade statistics are secured as a rule by the Customs. Here, while it is true that the Chinese Maritime Customs functions, it does not function wholly so far as Hongkong is concerned. If, for instance, you want to know in a few years time the effect of the strike so far as Hongkong is concerned, with the elimination of your import and export figures you will have no reliable data to go upon either in respect of the effect of the strike or what is more important, the competitive figures of other nations with regard to imports and exports into this Colony. They are part of the world trade figures. We do feel that the cost of the Department was perfectly preposterous, and that it ought to be possible to run it at a very much lower cost.

The Colonial Secretary: I stated that a tremendous number of items were purely physical work of recording.

Hon. Mr. Holyoak: I am still quite unable to understand the necessity for such a large number of clerks, and to abandon a useful department because it is run on lines not at all necessary is no argument. It should not be abandoned but reconstructed.

Speed Limits.

I quite agree with your Excellency's remarks with regard to speed limits, but for a long time past the bridges on the Tai Po road have been a positive danger, however careful a driver might be. They should be amongst the first work undertaken in connection with repairs. A large sum of money has been spent in his Colony during the past 12 months on roads which should have been spent on the main road in the New Territory, leading to Tai Po. I submit that when it becomes possible these should be amongst the

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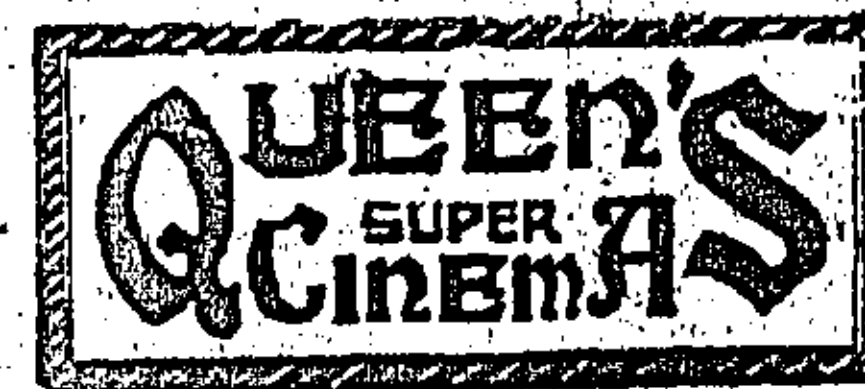
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first of the works undertaken. At the present moment the first three bridges are extremely dangerous.

The Colonial Secretary: Between the reservoir and Shatin?

Hon. Mr. Holyoak: Yes, between the reservoir and Shatin. They are very dangerous, however carefully you may drive.

The Finance Bill was read a second time and was then considered in Committee. Later, the third reading was passed and the Bill became law.

The Council adjourned sine die.

The crossword puzzle craze has finally hit France and many books of the puzzles are now being issued. But apparently one very prominent Parisian book-seller didn't know about it. The other day one of his customers came in and asked for "un ouvrage de mots croises," which means a book of crosswords.

But the dealer sorrowfully replied that he had plenty of books by Bourget, Cocteau, Morand and Duhamel, but none by this new writer—"Mots croises."